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PRINCIPAL CONTENTS.

Car Builders' Convention....677
Settlement of the Steel Difficulty....677
Canton Company....678
Housatonic Railroad....678
North Pennsylvania Railroad....679
Atlantic and Great Western Railway....679
Pennsylvania Railroad....680
Railroad Earnings....683
Federal and State Securities....684
Dividend and Interest Tables....682, 685
Railroad Share List....690
Stock Exchange and Money Market....697
Journal of Railroad Law....700
South Shore Railroad....700
Northern Pacific Railroad....700
Flint and Pere Marquette Railroad....701

American Railroad Journal.

New York Saturday, June 18, 1870.

Car Builders Convention.

The fourth annual convention of Master Car Builders of the United States, was held last week in this city at the St. Nicholas Hotel. The object of the convention was the promotion of the particular branch of industry with which its members are identified, by discussion and the interchange of opinions, and was attended by very satisfactory results. Delegates were present from all sections of the country, representing some seventy or eighty railroads. The convention was organized on Wednesday, 8th inst., by appointing F. D. Adams of the Boston and Albany Railroad, President, Hugh Grey, of the Chicago and Northwestern Railway, Vice-President, Aaron Steinbach, of the Philadelphia and Reading Railroad, Treasurer, and Leander Garey, of the New York and Harlem Railroad, Secretary.

On Wednesday evening the members of the convention availed themselves of the invitation of Col. James Fisk, Jr., who with his characteristic liberality, had provided them with tickets of admission to his Grand Opera House to witness the play of the "Twelve Temptations."

At 2 o'clock on Thursday afternoon the convention adjourned to accept the invitation of Messrs. L. G. TILLOTSON & Co., for an excursion on the bay and river in the steamer "James Fisk Jr." The trip proved a very agreeable one, every thing being provided by their entertainers in the way of refreshments calculated to nourish the inner man. A band of music was also on board, and contributed to the pleasure of the occasion. Salutes were fired by the monitor *Miantanomah* and the North German and French frigates now lying in the river.

Returning from the excursion, the members of the convention were entertained in the evening at the St. Nicholas Hotel, by a complimentary banquet given by a number of manufacturers and railway supply dealers of this city. The arrangements were in all respects as complete as could be desired, and reflected credit upon all who were instrumental in getting it up. The table was bountifully furnished with every luxury the palate could crave, and the decorations were exceedingly tasteful and appropriate to the occasion. Nearly three hundred guests were in attendance. MR. L. G. TILLOTSON, chairman of the Banquet Committee presided. The evening was passed in the lively interchange of social amenities in which all participated with a heartiness and zest which testified to the enjoyment of all present, and the mutual appreciation of both guests and entertainers. Speeches succeeded each other in rapid succession, lively, sententious, and apropos to a convivial occasion which brought together such a large number from points so wide asunder, and identified with a branch of industry so important to the great railway system of the country.

On Friday morning, the convention having accepted the invitation of Messrs. VOSE, DINSMORE & Co., the well known manufacturers of car springs, for an excursion to Central Park and Manhattanville, took carriages at the St. Nicholas Hotel and proceeded to those places. After passing through the Park and enjoying its manifold attractions, which at this season of the year are unrivaled in picturesqueness and beauty, the excursionists soon reached the manufactory of Messrs. VOSE, DINSMORE & Co., called the "*National Spring Works*," centrally located in the suburb of Manhattanville, some eight miles from the City Hall, near the banks of the Hudson. Alighting from their carriages, the party, numbering over a hundred, were conducted through the various departments of the Factory and witnessed the processes of manufacturing the rubber, and steel springs. Many of these were exceedingly interesting and complicated; the machinery being in operation, MR. VOSE explained to his guests whatever seemed to require explanation, particularly the manipulations the crude india rubber had to undergo before being transformed into a car spring.

After a satisfactory survey of the works, the party assembled in one of the work shops, where a bountiful collation was provided, and to which ample justice was done. Hilarity, good cheer, song, sentiment and mutual civilities ruled the hour. The party then returned by way of the Park to the St. Nicholas, highly gratified with the trip, notwithstanding the unfavorable weather abated somewhat from its enjoyment.

In all respects the meeting of the convention in this city proved a decided success in regard both to the numbers in attendance and the spirit and feeling which characterized it.

Settlement of the Steel Difficulty.

Since the 16th of May, Judge John T. Hogeboom, United States General Appraiser, assisted by Mr. Abram S. Hewitt, of the firm of Cooper, Hewitt & Co., the merchant appraiser appointed by Collector Grinnell, has been engaged in investigating the appeals of the Sheffield steel importers against the advance of their invoice prices by the United States local appraisers, and the result is that the judges have this day (Wednesday) given a decision sustaining the importers in their prices. Mr. W. B. Farwell was counsel for the Government, Messrs. Sanderson, Bros. & Co. were represented by Mr. Grosvenor P. Lowrey; Messrs. J. and Riley Carr, and William Jessop & Sons, by Mr. Fay; and Messrs. Francis Hobson & Son, by Mr. Ethan Allen. We understand that the action of this court is final, and suppose that this may be taken as the settlement of this vexed question, and an exculpation of our importers from the charge of fraud. The character of Mr. Hewitt, who, by the way, is interested in the manufacture of both steel and iron in this country, ought to be a sufficient guarantee of the fairness of the verdict.—*Iron Age.*

Canton Company.

The annual meeting of the stockholders of this company was held in Baltimore on the 2d inst. The President, Charles J. Baker, Esq., submitted his annual report. After speaking in appropriate terms of the late William Harrison, who for the past thirty years had mainly managed the property of the company, lying mostly in the eastern extremity of the city, he refers to the improvements at Canton and its vicinity. The property of the company has greatly increased in value, and the prospects are flattering for a still further increase. The character of the company's property for building and manufacturing purposes and the advantages of its water front for shipping are referred to. There is a depth of water sufficient for the largest vessels, and extending more than one-half the length of the whole harbor, which, it is surmised in the report, will, in the course of a few years, lead to improvements greater and more extensive than any heretofore contemplated in Baltimore.

The cost of the improvements which have been steadily going on during the past year was paid entirely out of the resources of the company, and the increased value of the property, it is believed, will more than compensate for the non-payment of dividends. Under authority of law the company has bought and cancelled 5,700 shares of its stock, and the number outstanding at the present time is 44,300. The capital stock remains the same, $812,500.

This capital stock is represented by wharf property, water front, building lots, lands, &c. From Washington street, within the city, to the foot of Eighth avenue, there are 5,000 feet of valuable water front, and many large and substantially built wharves, the water lots binding on Boston and Clinton streets, and vary in depth from 200 to 700 feet to the port warden's line, where the water is from 18 to 21 feet deep. Then there are some 10,500 feet of water front east of Eighth avenue, on the Patapsco river, including the water front on Colgate's creek. In addition, the company owns some 300 feet of water front on Harris's creek, near the Abbott Iron Company's works, making in all nearly 16,000 feet, or over three miles of water front.

The company now owns in round numbers 12,500 building lots, laid out 20 by 100 feet, and many of them binding on streets graded and paved, with water and gas convenient, part within the city limits and part in Baltimore county, on shelled roads or paved streets. The company also own 1,034 acres of improved and unimproved land, much of it binding on the Philadelphia, Wilmington and Baltimore railroad. There are also belonging to the company 46 dwellings and 4 warehouses, valued at $90,000, and annuities amounting to $308,945 87. Many of the leases of the water fronts are for short terms (three to ten years), and at their expiration the property, it is supposed, will have enhanced in value.

The report refers to the fact that for several years past it has been evident that a railroad terminus at tide-water is needed on the eastern side of the harbor, at a point having ample wharf room for coal, iron and other products of this State, Pennsylvania and the great West, and adds: "Canton, it is conceded by all, having the water front of over one-half the length of the harbor, and being situated at the head of deep tide-water, is the point at which this terminus must be made." The Union railroad, chartered in 1866, was intended to meet the necessities of the increased trade in coal, iron, &c.; and to promote this object, and hasten the completion of the road, the Canton Company subscribed for five hundred shares of the stock. [The difficulties attending the work, and its temporary abandonment, are fully referred to, with which the reader is familiar.] After considerable delay the charter of the Union Railroad Company was amended at the recent session of the Legislature of Maryland, and an ordinance in accordance therewith passed the city council, by which the Union Railroad Company will be enabled to resume work and complete a road that will meet the wants of the different railroads and advance the interests of the City of Baltimore, and at the same time develop and greatly enhance the property of the Canton Company.

The Union railroad as now proposed, will make a circuit of the northern and eastern part of the city, touching Canton at its extreme northern boundary and running over two miles through the middle of the property of the company. By reason of the two tunnels this route will cost about two millions of dollars, but the almost certainty (says the report) that the road will pay from the time of its completion will enable the company to raise the amount without serious difficulty. This road, while promoting its own, will at the same time serve the interests of the Western Maryland and Northern Central and all the western connections of the Pennsylvania railroad, and also protect the interests of the city. It will afford to the Baltimore and Ohio Railroad the only steam connection with the Philadelphia, Wilmington and Baltimore railroad, and with the New York roads, and the completion of the Potomac railroad, with its northern and southern connections, will, it is thought, make the Union railroad through the city indispensable.

In view of the building of the Union railroad to Canton, the President and directors are of opinion that the policy of the company would be to cut a ship canal from Gorsuch creek to the northwest branch of the harbor. A canal of from 60 to 80 feet wide can be made at a cost of $30,000, and would give the Canton Company entire control of 2,300 or more feet of valuable additional water front. It would offer a free and easy passage to vessels of 300 tons and less to and from the wharves which could be built on Gorsuch creek. "In view of these improvements," the report adds, "negotiations have already been proposed looking to a steamship line from this port to Liverpool and Havre, three fourths of the cost of either line being proffered on the other side."

During the past year fourteen dwellings were erected on the grounds of the company, at a cost of about $12,848 47. A new wharf, costing $2,200, has also been erected at the foot of Eighth avenue, the wharf being 75 feet front by 175 feet. New ground rents, yielding $1,405 per annum, have been created within the year, equal to $23,425, making the total value of annuities owned by the company $308,945 87. The report was adopted.

The following board of directors was elected to serve during the ensuing year: Charles J. Baker, George S. Brown, Charles E. Waters, Chas. Weber and Wm. Kimmel, of Baltimore, and Abm. B. Baylis, James H. Banker, Walter R. Cutting and John Steward, of New York.

A Railroad Decision.

The Supreme Court of Wisconsin has made the following decision:

Sauerherring *vs.* Maysville and Iron Ridge R. R. Co. *et. al.*

1. A tax payer of a town that has issued its bonds for the stock of a railroad company, cannot have them declared void, or their delivery to *de facto* officers of the company restrained, on the ground that such officers were not legally elected.

2. Where a statute requires notice of a town meeting to be posted in "three of the most public places in the town," if they were posted in three public places, the officers charged with the duty acting fairly according to his best judgment, the court will not inquire whether the places selected were in fact the most public.

3. An averment, therefore, that the notice "was not posted at three of the most public places, but only at one of such places," is insufficient.

4. Equity will not cancel the bonds of a town, at the instance of a tax payer, for a mere technical irregularity in calling the town meeting which directed their issue; but will leave the parties to their legal rights.

Housatonic Railroad.

The receipts from operations of this road for the years ending December 31, 1868 and 1869, were as follows:

	1868.	1869.
From freight	$349,568 56	$420,053 14
" passengers	181,455 57	207,879 36
" mails	7,186 00	7,186 00
" express	11,163 42	8,980 63
" rents	949 88	1,127 80
" wharfage	2,455 88	1,752 86
" milk	25,143 51	44,162 75
" dividends	196 00	50,996 00
" miscellaneous	3,864 33	1,669 40
	$581,983 15	$743,807 94
Expenses, viz:		
Repairs of road	$131,904 52	$188,445 35
" engines	8,853 48	29,565 90
" cars	34,587 60	51,147 32
" buildings	4,571 36	13,681 38
" tools	2,198 49	4,820 10
" bridges	2,485 77	4,481 86
Wood and coal	52,473 58	62,495 22
Oil, tallow and waste	5,561 56	7,066 25
Stationery, etc.	2,947 96	4,588 69
Freight expenses	55,801 01	69,115 86
Passenger expenses	31,506 97	34,808 70
Contingent expenses	417 49	525 99
General expenses	9,080 40	8,492 73
Damages	7,767 73	16,638 29
Advertising	690 55	810 31
Rent of cars	2,408 02	6,113 77
Insurance	1,031 00	545 25
Gas light	1,369 61	1,134 17
Profit and loss	419 11	28,986 83
	$356,076 21	$533,463 97
Balance	$225,906 94	$210,343 97

Deduct—		
United States tax on passengers and mail	$5,245 69	
State tax on debt and capital stock	8,982 93	
Rent of Stockbridge and Pittsfield Railroad	31,409 00	
Rent of Berkshire Railroad	42,000 00	
" West Stockbridge Railroad	691 66	
Coupon interest	21,000 00	
Exchange	34 82	
		109,364 10
Net gain after deducting all expenses		$100,979 87
Paid dividend No. 18, July 1, 1869	$47,200 00	
Paid United States tax 5 per cent.	2,484 21	
		49,684 21
Surplus of 1869		$51,295 66
Add surplus, December 31, 1868.		101,961 77
Total amount at credit of profit and loss, Dec. 31, 1869		$153,257 43

The company have 13 engines, 1 twelve-wheel, 11 eight-wheel and 3 four wheel passenger cars, 6 baggage, 94 box, 164 flat, and 9 cattle cars. The report says:

It will be seen that the receipts are largely in excess of last, or any former year, notwithstanding the reduction in rates on the first of July.

In the receipts item $50,996, $50,800 was on stock of the Bridgeport Steamboat Company, $40,000 being in bonds, $31,000 of which have been transferred to the sinking fund, the balance being three cash dividends of three per cent. each on same stock, and $196 on the preferred stock of this company. And by reference to the table of comparative revenue, it will appear that excluding the amount of bonds received and including the cash dividends (from which source there was

no revenue last year), that our receipts are $121,-824 79 in excess of those of 1868.

The operating expenses are not heavier in proportion, than the increased business and receipts of the road, when we deduct the extraordinary expenses which are enumerated, as nearly as possible, in the annexed Schedule, embracing cost of building five new bridges, and the rebuilding of three others, the additional rolling stock, &c., &c., and amount paid for damages chargeable to former years.

The item $28,906 13, charged to profit and loss, embraces a variety of accounts, heretofore considered as assets, but not available, some of twenty years standing.

It is hardly necessary to inform you that two dividends of $4 per share each, on the preferred stock of this company, have been declared out of the earnings of the past year, one of which was paid July 1st, 1869, the other will become due and payable January 3d, 1870. There is no reason why they should not be continued and the road improved, should there be no falling off of the business.

None of the bonds authorized and issued August 1, 1869, of $100,000, have been availed of, and will not be unless it should be deemed actually necessary.

The sum of $8,033 33 has been paid for additional depot land in the city of Bridgeport, since last report, and charged to real estate.

CONDENSED BALANCE SHEET, Dec. 31, 1869.

Railroad and equipment	$2,105,558 52
Cash on hand and in bank	50,024 85
Cash in hands of Willetts & Co.	65,726 05
Bills receivable	100 00
Real estate	11,859 76
Housatonic R. R. preferred stock	3,420 00
Bridgeport Steamboat Co. stock	120,000 00
Stockbridge & Pittsfield R. R. Co.	5,992 76
Accounts receivable	9,132 54
Sinking fund	73,038 24
Due from stations	42,667 36
Wood lots	1,450 22
Materials on hand	67,469 06
Bonds of Bridgeport Steamboat Co.	9,900 00
Bank of New York	4,586 24
	$2,568,025 60
Capital stock (old) 8,290 shares	$820,000 00
Capital stock (pref'd) 11,800 shares	1,180,000 00
Bonds due 1877	191,000 00
" 1885	100,000 00
Bills payable	18,618 01
December expenses paid in Jan	36,819 24
Rent of Stock. and P. R. R	15,704 50
" Berkshire R. R.	3,500 00
" W. Stockbridge R. R.	66 66
United States tax	833 98
Due connecting roads	16,119 04
Book accounts	966 59
Unclaimed Dividends	3,406 00
Coupon interest accrued not paid	10,021 66
Accumulated sinking fund profits	17,712 49
Profit and loss	153,257 43
	$2,568,025 60

President.—DAVID LEAVITT.

Vice President.—WILLIAM H. BARNUM.

Directors.—David Leavitt, Samuel Willetts, Wm. H. Barnum, Geo. W. Peet, Geo. H. Noble, Horace Nichols, Wm. D. Bishop, David S. Draper, Charles A. Peck.

Sec. and Treas.—CHARLES K. AVERILL.

Superintendent.—H. W. FRANKLIN.

☞ The Central Ohio Railroad Company (as reorganized) has declared a dividend of three per cent. on the preferred stock of the company, reserving Government tax on the same; also, a dividend of one per cent. upon the common stock, free of Government tax—all payable at the Western National Bank of Baltimore on and after 20th June, 1870.

North Pennsylvania Railroad.

The earnings of this road in the fiscal years ending October 31, 1868 and 1869, were:

	1868.	1869.
From passengers	$369,972 64	$389,379 53
" coal	228,136 51	137,258 42
" pig iron	35,248 71	51,637 95
" through lumber	21,695 36	27,981 33
" local freight	238,939 84	261,410 70
" through freight	110,771 42	141,779 21
" mails	3,215 00	4,800 00
" rents	7,414 81	8,484 00
Totals	$1,015,394 29	$1,132,731 14
Expenses, viz:		
Maintenance of way	$160,606 95	$194,009 66
Motive power	155,081 25	169,564 30
Maintenance of cars	74,892 82	69,687 37
Conducting transp	157,566 10	173,151 52
General expenses	29,315 76	33,849 46
	$577,462 88	$640,262 31
Net earnings	$437,931 41	$492,468 83
Interest, taxes, etc.	255,138 71	275,769 76
Balance	$182,792 70	$216,699 07

Compared with the previous year, the gross earnings of 1869 show an increase of $17,336 85; with an increase in expenses of $62,799 43—making the increase in net earnings, $54,537 42.

There has been expended within the year on permanent account: for construction, $163,346 40; and for equipment, $166,755 16—total, $330,-101 56. The report says;

Out of the profits of the past year, a scrip dividend of five per cent. (convertible into seven per cent. bonds of the Company) has been declared, and will be credited to the stockholders as they shall stand registered on the books of the Company, on the 15th inst.

The real estate account has been increased $214,779 60, by the purchase of additional property required to better accommodate the business of the road.

The construction account has been increased $165,943 24.

The double track was completed between Philadelphia and Abington, and put into use on the first of June, when the summer time-table took effect; additional accommodation trains were then put on the lower end of the road, which greatly facilitated the through travel by relieving the through trains from the very frequent stoppages at the way stations near the city, thus giving increased accommodation to both through and local travel.

The equipment account has been increased $166,755 16, by the addition to the rolling stock, of five first-class locomotive engines, four first class passenger cars, and one hundred and ten freight cars.

The Pennsylvania and New York Canal and Railroad Company opened their road between Wilkesbarre and Waverly, for passenger travel, on the sixth of September, since which time passengers have been ticketed and carried through between Philadelphia and Waverly without change of cars, via the Lehigh Valley Railroad; a freight line has also been established between the same points.

Passengers and freight are also carried in connection with the Lehigh and Susquehanna Railroad, between Philadelphia and all points with which the road connects.

The Philadelphia, Germantown and Norristown Railroad Company are now constructing a road between Conshohocken and the road of this Company, connecting south of Sandy Run, which they expect to have completed and put in use the early part of the coming summer.

The Company have 29 locomotives. Miles run with passenger trains, 263,527; with freight trains, 196,616—total, 460,143. Number of passengers carried, 771,984; do. carried one mile, 13,942,282, equal to 258,189 through passengers Rate per mile per passenger, 2.80 cents. Tons of freight moved one mile, 20,252,516, producing per ton per mile, 3.72 cents.

CONDENSED BALANCES, OCTOBER 31, 1869.

Capital Stock	$3,150,000 00
Six per cent. coupon bonds	2,275,000 00
Seven per cent. do. do.	811,500 00
Ten per cent do. do.	360,000 00
Scrip issued for six per ct. coupons	125,134 00
do. ten do. do.	15,305 00
Ground rents and mortgages	236,650 24
Scrip issued for dividends	81,777 50
Unpaid coupons and scrip	2,653 82
Unpaid accounts	72,676 10
Bills payable	145,561 37
Profit and loss	244,007 88
	$7,520,265 91
Right of way	$216,018 35
Construction of road	4,926,054 29
Second track of road	123,899 25
Equipment of road	968,787 36
Depots, shops and stations	324,513 59
Real estate	691,221 44
Telegraph	8,511 52
Trustees' general mortgage	2,600 00
Stores	83,820 48
Unpaid accounts	78,245 70
Cash	104,643 93
	$7,520,265 91

President.—FRANKLIN A. COMLY.

Directors.—John Jordan, Jr., J. Gillingham Fell, S. Morris Waln, William C. Ludwig, Ellwood Shannon, Edward C. Knight, Alfred Hunt, William C Kent, Charles W. Wharton, Edward Roberts. *City Directors.*—Jacob Reigel, Oliver H. Wilson.

Treasurer.—WILLIAM WISTAR.

Secretary.—EDWARD ARMSTRONG.

Engineer and *Sup't.*—SOLOMON W. ROBERTS.

Atlantic and Great Western Railway.

The following scheme for the reorganization of this company was issued by the London Agency on the 20th of May. A London telegram, dated June 11th, informs us that the plan has been assented to by the stockholders, votes representing more than one-half the stock having been cast in favor of the measure:

Foreclosure, under the consolidated mortgage, to be prosecuted, and decrees for sale obtained, and the railway, with its rolling stock, leases, franchises, &c., sold; and to be bought by General George B. McClellan, William Butler Duncan, Esq. (Messrs. Duncan, Sherman, and Co.), and the Hon. Allen G. Thurman (United States senator from Ohio), as trustees and agents for the purchase of the property on behalf of the creditors, and for its reorganization under the scheme herewith. The trustees to organize a new company, under the title of "The Atlantic and Great Western Railroad Company." During the time required to complete the reorganization the trustees may appoint managers to conduct the affairs of the railroad, and appoint a provisional board of directors until the board of the new company is regularly elected. The trustees to cause to be executed new mortgages, as hereinafter mentioned, to a trust company in America, and to have all the new securities prepared and forwarded to their agents in London for issue, in accordance with this scheme and agreement. All existing bonds, coupons, certificates of debenture and indebtedness, shares, and other securities, to be lodged, if required, with the agents of the trustees in England, who are to give certificates acknowledging the receipt of the securities, to be held for the purposes of this scheme. Application will be made to the Stock Exchange to recognize these certificates, to be dealt in as representing the original documents, pending their exchange into the new securities when ready for issue,

Holders of divisional bonds who may prefer to retain them until the new bonds are ready for issue, may do so, but all overdue coupons up to and including 1st July, 1870, should be deposited with the bankers on signing the contract, and assent, and the bonds stamped to that effect. Scrip for the new securities will be issued in exchange for the bankers' receipts as soon as the necessary legal formalities will permit. The trustees to take such legal or other measures as may be found necessary to carry out this scheme. A form of contract and assent to be prepared for signature.

The new securities are to be issued in the following order:

1. First general mortgage bonds for $10,500,000, or such amount as may be required for the purposes hereinafter mentioned, secured by a first mortgage of the whole line of road, franchises, rolling stock, and property of whatsoever nature or kind. These bonds are to be sterling bonds, bearing interest at the rate of seven per cent. per annum, payable in gold, half yearly, for a term of thirty years, with the option reserved to pay them off at any time after ten years; but a default in payment of two consecutive half-years' coupons shall render the whole of the bond and interest due and payable, and in such an event thirty per cent. of the whole issue of these bonds shall have the absolute power of foreclosure. These bonds are to be exchanged for the present first divisional bonds and overdue coupons thereon. And also for twenty-five per cent. of the certificates of debenture of 1864.

2. Second general mortgage bonds for $7,000,000, or such amount as may be required for the purposes hereinafter mentioned, secured by a second mortgage of the whole line of road, franchises, rolling stock, and property of whatsoever nature or kind. These bonds are to be sterling bonds, bearing interest at the rate of seven per cent. per annum, payable in gold half-yearly, for a term of thirty years, with the same conditions as to the payment of interest and principal and power of foreclosure as are to appertain to the first mortgage bonds. These bonds are to be exchanged for the second divisional bonds and overdue coupons thereon, for twenty-five per cent. further of the certificates of debenture of 1864; and for all coupons due prior to January 17, 1867, heretofore not duly paid.

3. Third general mortgage bonds for $22,500,000, or such amount as may be required for the purposes hereinafter mentioned, secured by a third mortgage on the whole line of road, franchises, rolling stock, and property of whatsoever nature or kind. These bonds are to be sterling bonds, bearing interest at the rate of 7 per cent. per annum, in gold, payable half-yearly, for a term of 30 years, provided such interest, or any part thereof, be earned during the year, but not to be accumulative. These bonds are to be exchanged for the consolidated bonds, for 25 per cent. of the certificates of debenture of 1864, and for 25 per cent. of the certificates of debenture of 1868.

4. Five per cent. preference shares to be given for the overdue coupons of the consolidated bonds, matured since 17th January, 1867, and for 25 per cent. of the certificates of debenture of 1868.

5. Ordinary shares to be given for 25 per cent. of the certificates of debenture of 1864, and for 50 per cent. of the certificates of debenture of 1868.

The securities of the Atlantic and Great Western railway, after conversion, will be cancelled by the trustees, and the numbers, amounts, and description published at stated periods, but the certificates of debenture of 1864 will be cancelled only when the proportionate amount of collaterals are duly withdrawn from the trust, when both will be cancelled.

The expenses of carrying out this scheme, and of sustaining the organization of the present company, to be provided by the new company, the trustees being authorized to issue and use for these purposes, by hypothecation or otherwise, a *pro rata* amount of each description of bonds.

Synopsis of Arrangement.

1. Under the proposed arrangement the holders of the various first divisional bonds will receive in exchange therefore first mortgage bonds of the new company, secured on the whole line, franchises, and property of the company, for the amount of principal and interest due to them.

2. The second divisional bondholders will receive in like manner second mortgage bonds, secured on the whole line, franchises, and property of the company, for the amount of principal and interest due to them.

3. The holders of certificates of debenture of 1864 will receive in exchange, therefor—

1. Twenty-five per cent. on the nominal amount of the debentures in the first mortgage bonds of the new company.

2. Twenty-five per cent. in second mortgage bonds of the new company. These two amounts being about the amount of divisional bonds and overdue coupons now held in the debenture trust as collateral security.

3. Twenty-five per cent. in the third mortgage bonds of the new company.

4. Twenty-five per cent. in the ordinary shares of the new company.

They will also be entitled to receive a further payment in cash, in the course of the current year, of about 3¼ per cent., in addition to 1¼ per cent. already paid on account of other securities deposited in trust for them.

4. The consolidated bondholders will receive:

1. Third mortgage bonds of the new company for the amount of principal.

2. Five per cent. preference shares for the overdue coupons.

5. The holders of certificates of debenture of 1868 will receive:

1. Twenty-five per cent. in third mortgage bonds of the new company.

2. Twenty-five per cent. in five per cent. preference shares of the new company.

3. Fifty per cent. in ordinary shares.

All coupons from 17th January, 1867, to 1st July, 1870, to be capitalized, and the interest accruing between the latter date and the issue of the new securities to be paid in cash out of the earnings after the reorganization of the line, according to the provisions contained in this scheme.

The future management of the company in the United States to be vested in not more than nine directors, of whom Gen. George B. McClellan is to be President, and to retain office for three years certain. One-third of the board to retire annually, but to be eligible for re-election. Three trustees, with proper remuneration, to be appointed by the shareholders, who shall exercise the voting power in respect of the shares, under the instruction of the third mortgage bondholders given personally, or by proxy, at a public meeting, to be convened annually in November, until a dividend of not less than five per cent. has been paid on the shares for two years in succession, when the trust will be dissolved and the voting power revert unconditionally to the shareholders. These trustees are also to form a committee to aid in and supervise the proposed conversion of securities, and to give general protection to the interests of all classes of creditors.

Present Indebtedness.

First divisional bonds	$5,700,500	
Overdue coupons say.....	1,197,105	
		$6,897,605
Second divisional bonds...	1,469,300	
Overdue coupons say.....	308,553	
		1,777,853
Consolidated mort. bonds.	*17,593,600	
Overdue coupons say.....	3,694,656	
		21,288,256
Coupons due prior to Jan. 17, 1867...		1,409,196
Total bonds and overdue coupons..		$31,372910
Certificates of debenture of 1864.....		14,000,000
Certificates of debenture of 1868, say..		13,000,000
Total indebtedness....		$58,372,910

Proposed Capital of New Company:

First general mortgage bonds	$10,500,000
Second " "	7,000,000
	$17,500,000
Total of first and second general mortgage bonds, with coupons for 7 per cent. interest per annum. Requiring a net revenue of $1,225,000.	
Third general mortgage bonds.....	24,343,600
With interest at 7 per cent. in gold, payable if earned within the year, or as much as may be earned within the year.	
Five per cent. preference shares.....	$6,944,656
With interest at 5 per cent. if earned within the year; but should a fourth mortgage be hereafter created, the preference shares are to be included therein.	
Ordinary shares.....	16,211,744
Total proposed capital	$65,000,000

*This amount may be increased by 878,400 dollars, in which case it is believed the divisional bonds will be decreased by the same amount.

Pennsylvania Railroad Company.

The aggregate receipts of this company from the operations of its works, including the Philadelphia and Erie Railroad, for the years 1868 and 1869, have been as follows:

	1868.	1869.
Pennsylvania R. R.	$17,233,497 31	$17,250,811 73
Philadelphia & Erie R. R.....	2,804,250 36	3,262,705 29
Pittsb'g, Ft. Wayne & Chicago Railway for six m'ths	.....	4,146,882 22
Total gross earnings.....	$20,037,747 67	$24,660,399 24
Deduct expendit's.	14,748,408 89	19,637,573 64
Net earnings.....	$5,289,338 78	$5,022,825 60

The following exhibits the earnings and expenditures of the Pennsylvania Railroad and branches for the same years:

Earnings:	1868.	1869.
From first class passengers	$3,531,903 94	$3,500,071 06
From emigrant passengers.....	78,244 29	131,065 93
From U. S. mail...	99,981 25	118,961 91
From express	291,881 21	302,654 54
From freight.....	12,882,165 30	12,932,656 88
Rent of property.. } Miscellaneous..... }	349,321 32	62,226 83
		203,174 58
Gross earnings....	$17,233,497 31	$17,250,811 73
Expenditures for—		
Conducting transp..	$3,609,233 18	$3,503,792 57
Motive power.....	3,361,694 72	3,679,195 15
Maintenance of road	3,268,896 44	3,341,568 10
Maintenance of cars	1,442,735 90	1,464,859 22
General expenses...	178,423 92	213,852 56
Total expenses....	$11,860,983 88	$12,203,267 60
Earnings less exp.	$5,372,513 43	$5,047,544 13

The number of miles of single track in use on the road and branches, including sidings and second tracks at the close of each year was as follows:

	1868.	1869.
Main Line, including sidings	875.57	881.70
Branches owned	52.00	54.50
" leased	304.49	226.50
Private sidings and branches	47.12	42.50
Total length in miles.....	1,279.48	1,205 20

The single track on the Main line is now limited to the following sections, viz: At Susquehanna Bridge, Rockville, 1 mile 559 feet; at Manayunk Bridge, 1,184 feet; at Mount Union Bridge, 1,222 feet—total, 1 mile 2,965 feet.

The number of locomotives on the road at the commencement of the years 1868 and 1869, was.....415 434
And at its termination.....434 477

The mileage of engines in each year, was as follows:

	1868.	1869.
Passenger engine mileage	2,051,625	2,302,968
Freight "	6,355,865	6,904,888
Distributing "	285,838	366,776
Total mileage	8,693,328	9,574,632

The number of cars on the road at the end of each year was as follows:

	1868.	1869.
Passenger, baggage and express	325	346
Freight and coal	6,208	7,011
Other cars (in maintenance department)	677	750
Individual cars	2,811	3,798
Total	10,021	11,905

The number and mileage of passengers carried was as follows:

	1868.	1869.
Passengers	3,747,178	4,229,863
Miles traveled	133,174,706	144,728,652

The tons of freight and the miles each ton was carried, was follows:

	1868.	1869.
Merchandise	2,362,835	2,662,667
Coal	2,065,049	2,329,358
Fuel and material	294,131	410,966
Total (tons)	4,722,015	4,402,991
Total tonnage moved one mile	675,775,560	752,711,312

The shipments of oil during the year amounted to 627,473 bbls., against 756,169 bbls. in 1868—a decrease of 128,696 bbls., or 17 per cent.

PHILADELPHIA AND ERIE RAILROAD.

The earnings of the Philadelphia and Erie Railroad for the years 1868 and 1869, compare as follows:

	1868.	1869.
From passengers	$631,437 59	$672,964 46
" freight	2,101,613 98	2,507,082 93
" express matter	30,954 33	31,327 51
" mails	21,518 04	24,616 67
" miscel. sources	18,726 42	26,713 72
Total earnings	$2,804,250 36	$3,262,705 29

The operating expenses for the same years were:

Transportation	$610,774 32	$671,606 07
Motive power	677,028 49	749,641 82
Maintenance of way	600,284 40	733,415 17
" cars	178,913 85	213,546 07
Total operating exp.	$2,067,001 06	$2,368,209 13
To which add thirty per cent. due on lease to meet interest on bonds, etc	820,423 95	956,009 12
	$2,887,425 01	$3,324,218 25
Loss on operation	$83,174 65	$61,512 96

PITTSBURG FT. WAYNE AND CHICAGO RAILWAY.

The earnings of the Pittsburg, Fort Wayne and Chicago Railway under its lease to this company, for the six months ending December 31st, 1869, were.....$4,146,882 22
And the expenses during the same period were..... 2,826,095 92

Balance.....$1,320,786 30
The semi-annual rent, with the interest on the bonds of the company, expenses of maintaining the organization, contribution to sinking fund, &c., &c., amounted to..... 1,283,991 87

Showing a profit in the operation under the lease of..... $36,794 43

GENERAL ACCOUNT.

The General Account, showing the financial condition of the company December, 1868 and 1869, presents the following balances:

	1868.	1869.
Capital stock	$27,040,762 50	$33,493,112 50
Funded debt, viz:		
1st mort. 6 per ct. due in 1880	4,972,000 00	4,972,000 00
2d mort. 6 per cent. due in 1875	4,877,840 00	4,866,840 00
General mort. 6 per ct. due in 1910	1,545,000 00	6,826,500 00
Bonds due State 5 per cent	6,232,754 93	6,082,538 14
Mortgages and ground rents	117,809 32	102,809 32
Short bonds, 6 per ct. due in 1871	3,520,728 00	1,114,224 00
Total capital and debt	$48,306,894 75	$57,458,023 96
Bills and accounts payable	3,361,367 50	5,573,323 10
Contingent fund	1,606,250 00	1,000,000 00
Balance	869,232 62	998,955 46
Total debit side	$54,143,744 87	$65,030,302 52
Cost of road and appurtenances	$13,563,629 75	$14,087,741 13
Philadelphia and Columbia R. R.	5,375,733 43	5,375,733 43
Equipment	4,476,849 98	6,182,448 17
Real estate and telegraph line	3,978,657 98	4,271,506 88
Extension of road to the Monongahela & Delaware Rivers	3,366,661 51	2,475,437 10
Total	$29,761,532 65	$32,392,866 71
Harrisburg & Lancaster Railroad stock	732,950 00	768,250 00
Connecting Railway stock	1,277,350 00	1,277,350 00
Pennsylvania canal stock	1,101,155 00	1,101,156 00
Stock and bonds upon the line of railway between Pittsburg & Columbus	5,633,450 00	7,676,695 31
Philadelphia & Erie R. R. stock	779,637 26	779,637 26
Other bonds and stocks of municipal and railroad companies	1,283,433 34	6,019,221 01
Bills and accounts receivable	6,613,527 20	8,086,147 79
Bonds and stocks in sinking fund	2,301,429 99	2,433,432 35
Fuel and materials on hand	1,409,829 86	1,899,428 49
Advanced to Philaphia & Erie R.R.	790,721 72	946,191 50
Balance in hands of agents and treasurer	2,458,728 66	1,650,926 10
Total credit side	$54,143,744 87	$65,030,302 52

The following summary exhibits the condition of the capital account for the past fifteen years embracing the whole pariod since the completion of the line:

	Share Capital. $	Bonds and Mortgages. $	Total Amount. $	Cost of Property. $
1855.	12,355,525	7,519,096	19,874,621	18,483,489
1856.	12,646,625	8,516,841	21,163,466	19,048,968
1857.	13,206,625	14,929,940	28,136,565	27,266,981
1858.	13,240,225	16,094,451	29,334,676	27,670,672
1859.	13,349,125	16,469,159	29,818,284	28,484,321
1860.	13,261,960	16,680,804	29,942,764	28,846,442
1861.	13,264,100	16,936,764	30,200,864	29,587,678
1862.	13,274,100	16,696,764	29,970,864	29,888,552
1863.	13,430,250	16,949,124	30,379,374	30,592,298
1864.	19,896,060	16,802,124	36,698,184	31,024,891
1865.	20,000 000	16,750,124	36,750,124	31,809,334
1866.	20,000,000	18,209,040	38,209,040	29,013,854
1867.	21,045,750	19,687,573	40,733,323	29,115,019
1868.	27,040,762	21,266,132	48,306,894	29,761,533
1869.	33,493,112	23,964,912	57,458,024	32,392,867

The earnings and expenses of the railroad and dividends for the same years have been as follows:

	Gross Earnings.	Operating & Repairs.	Profits on operations.	Divi-d'ds.
1855	$4 270,070	$2,340,738	$1,829,277	6
1856	4,720,124	2,814,568	1,905,626	6
1857	4,855,659	3,000,743	3,854,826	3½
1858	5,185,331	3,021,885	2,163,436	5½
1859	5,362,355	2,130,738	2,231,617	6
1860	5,932,701	3,636,659	2,296,042	6
1861	7,300,001	3,653,063	3,646,938	6
1862	10,304,291	5,431,073	4,873,218	8
1863	11,891,415	6,780,000	5,111,413	9
1864	14,759,058	10,693,944	4,065,114	10
1865	17,459,169	13,270,058	4,189,111	10
1866	16,583,883	12,790,909	3,792,974	9
1867	16,340,156	12,080,299	4,259,857	6
1868	17,233,497	11,860,984	5,372,513	8
1869	17,250,812	12,203,268	5,047,544	10

Stock dividends, May, 1864, 30 per ct.; May, 1867, 5 per ct.; and May 1868, 5 per ct.

The company entered on possession of the Philadelphia and Erie Railroad on the 1st of February, 1862, since which date the earnings and expenses thereof has been as follows:

	Gross Earnings.	Operating and Repairs.	Earnings less Expenses.	30 per ct. of Gross Earn'gs.†
1862*	$425,687	$226,647	$199,040	$122,697
1863	725,670	336,596	389,074	218,301
1864	1,131,148	838,594	292,554	335,709
1865	2,074,140	1,746,052	328,088	598,708
1866	2,541,052	2,086,975	454,077	732,739
1867	2,333,760	2,010,873	322,887	677,239
1868	2,804,250	2,067,001	737,249	820,424
1869	3,262,705	2,368,209	894,496	956,009

* 11 months.

† This amount (after all drawbacks) is set apart under the lease to pay interest on the bonds of the Philadelphia and Erie Railroad Company.

☞ The Ogdensburg and Lake Champlain Railroad has declared a dividend of 3½ per cent. The contract with the other roads is 6 per cent. for three years, 7 per cent. for three years and 8 per cent. for fourteen years. The extra 1 per cent. is made from the surplus, wich is sufficient to enable them to pay the extra 1 per cent. for three years, making it a 7 per cent. stock for the six first years.

☞ The Michigan Lake Shore Railroad have their iron laid to within four miles of Holland and expect to reach Grand Haven by the fourth of July.

☞ The White Mountains Railroad was opened to the village of Whitefield on the 1st inst.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany & Susquehanna...100	$1,774,824	.....	.....
American Central.....100	800,000	J. & J.	Jul. '69 3
Atlanta and West Point...100	1,232,200	J. & J.	Jan. '70 4
Atlantic & N. Carolina ...100	5,545,225	.....	.....
Atlantic & Gt. Western ... 50	25,879,923	.....	.....
" " " pref. 50	1,919,000	.....	.....
Atlantic & St. Lawrence*.100	2,494,900	M. & S.	Mar.'70 2
Augusta and Savannah ...100	733,700	J. & J.	Jan.'70 3½
Baltimore and Ohio.....100	16,151,962	A. & O.	Apl. '70 4
Do. Washington Br.....100	2,650,000	A. & O.	Apl. '70 5
Baltimore City Passenger....	670,000	F. & A.	Feb.'70 3
Bay de Noquet & Marq...100	1,250,000	A. & O.	Apl.'68 3
Belvidere Delaware.....100	996,250	.....	.....
Berkshire*.....100	600,000	J. A J&O	Apl'70 1½
Blossburg & Corning.*.... 50	250,000	J. & D.	Dec.'69 2½
Boston and Albany 100	13,725,100	J. & J.	Jan. '70 5
Boston and Chelsea 100	110,000	A. & O.	Apl. '70 4
Boston, Concord & Mont.100	459,600	.....	.....
Do., do. pref.100	1,340,400	M. & N	May '70 3
Boston and Lowell.....500	1,891,500	J. & J.	Jan. '70 4
Boston and Maine.....100	4,076,974	J. & J.	Jan. '70 5
Boston and Providence ...100	3,360,000	J. & J.	Jan. '70 5
Broadway (South Boston) 50	400,000	J A. J.O.	Apl. '70 2
Broadw'y & 7th Av.(N.Y.)100	2,100,000	J. & D.	June'70 3
Brooklyn City..... 10	1,000,000	F.M.AN	Nov. '69 3
Brooklyn City & Newt'n.100	399,800	.....	Jan.'70 3½
Buffalo, Bradford & Pitts.100	1,100,000	.....	.....
Buff., New York & Erie*.100	950,000	M. & N.	Nov'69 3½
Buffalo and Erie.....100	5,000,000	F. & A.	Aug. '69 4
Cambridge Horse (Bost'n)100	747,800	A. & O.	Apl. '70 4½
Camden and Amboy.....100	5,000,000	F. & A.	Feb. '70 5
Camden and Atlantic,pref. 50	600,000	.....	.....
Camden & Burlington Co.100	331,000	.....	July '69 3
Cape Cod 60	721,926	J. & J.	Jan.'70 3½
Cape May and Millvi le* * 50	447,000	J. & D.	June'70 3
Catawissa. 50	1,150,000	.....	.....
Catawissa, pref..... 50	2,200,000	M. & N.	May'70 3½
Cayuga & Susquehanna.* 50	589,110	J. & J.	Jan.'70 4½
Cedar Rapids & Mo. pref..100	755,000	M. & N.	M'y '69 3½
Central of Georgia.....100	4,666,300	J. & J	Jan. '70 5
Central of New Jersey...100	15,000,000	J. & J.	Jan.'69 2½
Central Ohio.....100	2,600,000	J. & D.	June '70 1
Do. pref.....100	400,000	J. & D.	June'70 3
Cen. Park, N. & E. River.100	970,000	.....	Oct.'61 2½
Chemung*.....100	380,000	J.A.J&O	Jan. '70 3
Cheshire, preferred 100	2,017,825	J. & J.	Jan. '70 3
Chicago and Alton.....100	5,141,800	M. & S.	Mar.'70 5
" pref...100	2,425,400	M. & S.	Mar.'70 5
Chicago, Burl. & Quincy . 50	13,825,025	M. & S.	Mar.'70 5
Chicago, Iowa & Nebras*.100	2,600,000	J. & J.	Jan. '70 5
Chicago and Milwaukee*.100	2,227,000	.....	.....
Chicago & N. Western...100	14,590,162	J. & D.	Dec.'69 4
" " pref.100	18,159,097	J. & D.	June'70 2
Chicago, R. I. & Pacific...100	14,000,000	A. & O.	Apl'70 3½
Cin., Ham. & Dayton.....100	3,500,000	A. & O.	Apl. '70 4
Cincinnati City Passenger...	.....	J'n &J'ly	Jan.'68$2
" Street.....	.....	J. & J.	Jan.'65$2
Cin., Sand. & Clev. pref... 50	393,073	M. & N.	Nov.'69 3
Citizens' Passenger (Phil.) 50	192,750	J. @ J.	Jan. '70 7
Clev., Col., Cin. & Ind....100	10,450,000	F. & A.	Feb.'70 3½
Cleveland & Mahoning*... 50	2,056,400	M. & N	May'70 3½
Cleveland and Pittsburg... 50	5,958,775	J A J &O	Apl.'70 2½
Cleveland and Toledo* ... 50	5,000,000	F. & A.	Feb.'70 4
Col., Chi. & Indiana Cen.100	10,460,900	.....	.....
Columbus and Xenia*..... 50	1,786,200	J. & D.	June'70 4
Concord..... 50	1,500,000	M. & N.	May '70 5
Concord & Ports., guar....100	350,000	J. & D.	Dec'69 3½
Coney Island & Brooklyn.100	500,000	.....	.....
Conn. & Passumpsic Rivers.100	139,000	.....	.....
Do. do. pref.100	1,822,100	F. & A.	Feb. '70 3
Connecticut River.....100	1,700,000	J. & J.	Jan. '70 5
Cumberland Valley..... 50	1,316,900	A. & O.	Apl. '70 4
Danbury and Norwalk ...100	400,000	.....	.....
Dayton and Michigan*....100	2,390,646	.....	.....
Delaware*..... 50	594,260	J. & J.	Jan. '70 3
Del., Lackaw. & Western. 50	13,386,020	J. & J.	Jan. '70 5
Des Moines Valley.....100	1,820,200	.....	.....
Detroit & Milwaukee.....100	452,350	.....	.....
" " pref.100	2,095,000	.....	Dec. '69 7
D. Dock, E. B'dw. & Bat.100	1,200,000	F.M.AN	May'70 2½
Dubuque and Sioux City.100	1,673,641	J. & J.	July'70 3½
Do. do. pref.100	1,987,351	J. & J.	Jan.'70 3½
East Mahanoy 50	392,550	J. & J.	Jan. '70 3
Eastern (Mass.).....100	3,883,300	J. & J.	Jan. '70 4
Eastern (N. H.) 100	492,500	J. & J.	Jan. '70 4
East Pennsylvania 50	654,600	.....	Jan. '70 3
East Tenn. and Georgia...100	1,290,067	.....	.....
East Tenn. and Virginia...100	1,902,000	.....	.....
Eighth Avenue (N. Y.) ...100	1,000,000	J.A J&O	Jan. '68 4
Elm., Jeffers. & Canand*.100	500,000	F. & A.	Feb'70 2½
Elmira & Williamsport*.. 50	500,000	M. & N.	Nov'69 2½
Do. do. pref. 50	500,000	J. & J.	Jan.'70 3½
Erie Railway 100	70,000,000	F. & A.	Feb.'66 4
Do. pref.....100	8,536,910	Annual.	Dec' 69 7s
Erie & Pittsburg 50	962,990	.....	.....
Evansville & Crawfordsv.100	1,143,445	.....	.....
Fitchburg.....100	3,540,000	J. & J.	Jan. '70 4
Fitchburg & Worcester...100	248,000	J. & J.	Jan. '69 3
Flint and Holly 100	500,000	M. & N.	M'y '67 5
Forty Sec. St. & G. St.Fy.100	750,000	A. & O.	Oct.'69 5½
Frankf. and Southw.(Ph.) 50	491,620	J. @ J.	July '70 3
Georgia 100	4,156,000	J. & J.	Jan. '70 4
Germantown (Phila.)..... 50	112,245	J. & J.	Jan. '70 3
Girard College (Phila.) ... 50	160,000	J. & J.	Jul. '67 2
Granite.....100	.....	M. & S.	Mar.'70 5
Green and Coates St.(Ph.) 50	150,000	J. & J.	Jan. '70 3

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Hartford and New Haven.100	3,300,000	J.A.J&O	Apl. '70 3
Hannibal and St. Joseph.100	1,900,000	.....	.....
Do. do. pref.100	5,253,830	.....	.....
Hanover Branch, Pa..... 50	116,850	M. & N.	May'70 5
Housatonic.....100	820,000	.....	.....
" pref 100	1,180,000	J. & J.	Jan. '70 4
Huntingdon & B'd Top ... 50	494,330	.....	.....
" " pref. 50	190,750	J. & J.	Jn.'68 3½
Illinois Central 100	25,278,710	F. & A.	Feb. '70 5
Indianapolis, Cin. & Lafay.50	6,185,897	M. & S.	Sep. '67 4
Jeffersonv.,Mad. & Ind....100	2,000,000	J. & J.	Jan. '68 5
Joliet and Chicago*.....100	1,500,000	J.A.J&O	Jan.'70 1½
Joliet & North. Indiana*.100	300,000	J. & J.	Jan. '70 4
Lake Shore & Mich. So. ...100	35,000,000	F. & A.	Feb. '70 4
" " guar.100	533,500	F. & A.	Feb. '70 4
Lackawanna & Bloomsb... 50	1 335,000	.....	.....
Leeds and Farmington*.....	.....	J. & J.	Jan.'70 2½
Lehigh and Mahanoy..... 50	2,158,565	J. & J.	Jan. 67 6
Lehigh and Susquehanna. 50	8,739,800	M. & N.	M'y.'67 5
Lehigh Valley 50	10,731,400	J.A.J&O	Apl.'70 2½
Lehigh Luzerne..... 50	344,650	J. & J.	Jan.'69 4
Little Miami..... 50	3,572,400	J. & D.	Jun. '70 4
Little Schuylkill* 50	2,646,100	J. & J.	Jan.'70 3½
Lomb. and South St (Ph.) 25	90,000	.....	.....
Long Island..... 50	3,000,000	F.M.AN.	Aug.'66 2
Louisv., Cin. and Lex.... 50	1,621,736	J. & J.	Jul. '69 3
" " pref..100	848,315	J. & J.	Jan'70 3½
Louisville and Nashville..100	8,780,501	F. & A.	Feb. '70 3
Louisv., N.Alb.& Chicago.100	2,800,000	.....	Feb. '70 3
Lowell and Lawrence 100	200.000	A. & O.	Apl. '70 3
Lowell Horse 100	55,830	J. & J.	Jan. '70 3
Macon and Western.....100	2,000,000	J. & J.	July'70 5
Mahanoy & B'd Mount'n* 50	1,676,915	.....	.....
Maine Central.....100	1,611,500	.....	.....
Manchester & Lawrence..100	1,000,000	M. & N.	May '70 5
Marietta & Cincinnati..... 50	3,029,778	.....	.....
" " 1st pref. 50	8,130,719	M. & S.	Sep. '66 3
" " 2d pref.. 50	4,460,368	M. & S.	Sep. '66 3
Memphis and Charleston..100	5,312,725	.....	June'69 3
Memphis and Ohio 100	570,000	.....	.....
Metropolitan (Boston).....100	1,250,000	J. & J.	Jan. '70 5
Michigan Central 100	11,197,348	J. & J.	Jan. '70 5
Middlesex (Boston).....100	400,000	A. & O.	Apl. '70 3
Mill Creek and Minehill*. 50	323,375	J. & J.	Jan. '70 5
Millville and Glassboro' ...100	405,020	F. & A.	Feb. '70 5
Milw. & Prairie du Chien.100	.....	.....	.....
" " 1st pref.100	.....	.....	.....
Milw. & St. Paul.....100	7,665,104	Feb. 1870	$3 & 7s
" " " pref.....100	9,744,268	Feb. 1870	$7 & 3s
M. Hill & Schuylk. Haven 50	3,775,600	J. & J.	Jan. '70 4
Mobile and Ohio 100	3,762,400	.....	.....
Montgomery & W. Point.100	1,644,104	J. & D.	Dec.'67 4
Morris and Essex 50	7,880,100	.....	Jan'70 3½
Mt. Carbon & Pt. Carbon* 50	282,350	J. & J.	Jan. '70 5
Nashua and Lowell.....100	720,000	M. & N.	May '70 5
Nashville & Chattanooga.100	2,056,544	.....	.....
Naugatuck.....100	1,436,600	F. & A.	Feb. '70 5
New Bedford & Taunton.100	500,000	J. & J.	Jan. '70 4
New Haven & N. London.100	738,528	.....	.....
N.Haven & Northampton.100	1,344,000	J. & J.	Jan. '68 3
New Jersey.....100	6,250,000	F. & A.	Feb. '70 5
New London Northern....100	895,000	.....	July '69 4
N.Y. Central & Hudson R.100	45,000,000	A. & O.	Apl. '70 4
" Certificates.100	21,491,450	A. & O.	Apl. '70 4
" old int. cer.100	22,829,000	.....	Aug.'69 4
New York and Harlem.... 50	5,500,000	J. & J.	July'70 4
" " pref. 50	1,500,000	J. & J.	July'70 4
New York & New Haven.100	9,000,000	J. & J	July'70 5
N. Y., Provid. & Boston .100	2,000,000	J. & J	Jan.'70 3½
Niag. Bridge & Canandai*100	1,000,000	J. & J.	Jan. '70 3
Ninth Avenue.....100	797,400	.....	.....
Norfolk & Petersb'g guar.100	137,500	J. & J.	Jan. '70 3
North Carolina.....100	4,000,000	A. & J.	July '70 3
Northern Central 50	5,000,000	M. & N.	May. '70 3
North Eastern (S.C.) pref.100	155,000	.....	May '67 4
Northern of N. Hampsh,.100	3,068,400	J. & D.	June'70 4
North Pennsylvania..... 50	3,150,150	.....	Jan.'70 5s
Norwich & Worcester 100	2,363,600	J. & J.	Jan. '70 5
Ogdensb. & L. Champl'n.100	3,040,900	J. & J.	July'70 3½
" " pref.100	1,994,900	A. & O.	Apl. '70 4
Ohio and Mississippi.....100	20,000,000	.....	.....
" " pref.100	3,500,000	J. & D.	Jun.'70 3½
Oil Creek & Allegheny R. 50	4,259,000	J.A.J&O	Apl.'70 2½
Old Colony & Newport ...100	4.848,320	J. & J.	Jan. '70 3
Orange and Newark 100	281,550	.....	.....
Oswego and Syracuse..... 50	482,400	F. & A.	Aug.'69 4
Pacific of Missouri.....100	3614,515	.....	.....
Panama.....100	7,000,000	J.A.J&O.	Apl. '70 4
Paterson and Ramapo.....100	248,500	J. & J.	July'69 2½
Paterson and Hudson Riv100	630,000	J. & J.	July '69 4
Pennsylvania 50	21,045,750	M. & N.	May '70 5
Peoria & Bureau Valley*.100	1,200,000	.....	Feb. '70 4
Peoria and Hannibal.....	600,000	J. & J.	Jul. '69 8
Philadelphia and Erie*... 50	6,004,200	J. & J.	Jan. '68 3
" " " pref....	2,400,000	J. & J.	Jan. '70 4
Philadelphia and Reading 50	26,280,350	J. & J.	Jan. '70 5
Do. Do. preferred. 50	1,551,800	J. & J.	Jan. '70 5
Phil., Germ'nt'n & Nor't'n 50	1,535,550	A. & O.	Apl. '70 5
Phila. and Trenton*.....100	1,259,120	F. & A.	Feb. '70 5
Phila., Wil. & Balt..... 50	9,058,300	J. & J.	Jan. '70 4
Philadelphia City..... 50	100,000	J & J.	Jan. '70 3
Philadelphia and Darby... 20	100,000	J. @ J.	Jan. '68 4
Phila. and Grey's Ferry .. 25	217,697	J. @ J.	July '69 2
Pittsb., Ft.W. & Chi. gtd.*100	19,665,000	J.A.J&O	Apl.'70 1½
Pittsfield and N. Adams..100	450,000	J. @ J.	Jan. '70 3
Portland and Kennebec...100	562,300	J. & J.	Jan. '70 3

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Portl., Saco & Portsm'th*.100	$1,500,000	J. & D.	Dec.'69 3
Providence & Worcester.100	1,800,000	J. & J.	Jan. '70 5
Raleigh and Gaston.....	.....	.....	Jul. '69 3
Rensselaer and Saratoga ..100	3,000,000	A. & O.	Apl.'70 3½
Richmond and Danville ...100	2,000,000	.....	.....
Richmond and Petersb g.100	847,100	.....	.....
Rich., Fred. and Potomac.100	1,041.800	.....	.....
Rockport 100	88,400	.....	Nov.'67 2
Rome,Watert. and Og'nb.100	2,400,000	J. & J.	Jan. '70 5
Rutland preferred.....100	.....	F. & A.	Feb'69 3½
St. L., Alt. and T. Haute.100	2,300,000	.....	.....
" " " pref.100	2,040,000	Annual.	June'69 7
St. L., Jack'nv. and Chic'o.100	1,469,429	.....	.....
Sandusky and Cincinnati.100	2,089,000	.....	.....
" " pref.100	445,596	M. & N.	Nov.'69 3
Sand.,Mansf. and Newark.100	901,341	.....	.....
Savannah and Charleston.100	1,000,000	.....	.....
Schuylkill and Susqueh'a. 50	1,269,150	.....	.....
Second and Third St.(Ph.) 50	203,757	J. @ J.	Jan.'70 3
Schuylkill Valley* 50	576,050	J. & J.	Jan'70 2½
Seaboard and Roanoke...100	868,200	.....	.....
Second Avenue (N. Y.)...100	670,000	.....	July'70 2
Shamokin V. and Pottsv.* 50	869,450	F. & A.	Feb.'70 3
Shore Line.....100	636,200	J. & J.	Jan. '70 5
Sixth Avenue (N. Y.) 100	750,000	.....	Nov.'69 5
Somerville 100	75,000	M. & N.	May '70 3
South Carolina 100	5,819,275	.....	.....
South Shore 100	259,685	.....	Jul.'68 3
South Western, Georgia...100	3,939,900	F. & A.	Feb.'70 4
Staten Island.....100	660,000	J. & J.	Jul. '67 4
Stony Brook 100	267,300	M. & N.	May'70 3
Steubenville and Indiana.100	1,983,141	.....	.....
Stockbridge & Pittsfield*100	448,700	.....	..... 3½
Summit Branch 50	250,000	F. & A.	Feb. '70 3
Syr., Bingham. and N. Y.100	1,314,130	.....	.....
Taunton Branch 100	250,000	J. @ D.	Dec.'69 4
Tennessee and Alabama .100	595,922	.....	.....
Terre Haute and Indiana. 50	1,983,150	J. & J.	Jan. '70 6
Third Avenue (N. Y.)....100	1,750,000	.....	Nov.'69 4
Thirteenth and Fif. (Ph.). 50	.....	J. @ J.	Jan'70 2½
Tol., Peoria and Warsaw.100	2,700,000	.....	.....
" " (E. D.) pref.100	1,700,000	J anuary,	1870,11.4s
" " (W.D. pref.100	1,300,000	.....	.....
Tol., Wabash and West...100	5,700,000	.....	.....
" " pref100	1,000,000	M. & N.	May'70 3½
Troy and Boston.....100	607,111	.....	.....
Troy and Greenbush*.....100	274,400	J. & D.	Jun'67 3½
Union Transport'n (Bos.).100	200,000	.....	.....
Union (Phila.) 50	291,475	J. @ J.	Jan.'70 3
Utica and Black River....100	834,400	J. & J.	Jan. '70 4
Vermont and Canada*.....100	2,500,000	J. & D.	June'70 4
Vermont Central.....100	5,000,000	.....	.....
Vermont and Massachu'ts.100	2,800,000	J. & J.	Jan.'70 0
Vicksburg and Meridian...100	357,408	.....	.....
Virginia Central 100	3,353,679	.....	.....
Virginia and Tennessee...100	3,506,300	.....	.....
Western Union 100	2,707,693	.....	.....
West Jersey 50	1,209,000	F. & A.	Feb.'70 5
West Philadelphia..... 50	249,100	J. & J.	Jan. '70 5
Wilm. and Weldon.....100	1,463,775	.....	.....
Winchester and Potomac....	.....	J. & J.	Jan. '70 3
Warren.....100	1,547,650	.....	..... 3½
Worcester and Nashua ... 75	1 522,500	J. & J.	Jan'70 $5
CANALS.			
Chesapeake and Delaware 50	1,818,963	J. & D.	June'70 3
Chesapeake and Ohio 25	8,228,595	.....	.....
Delaware Division..... 50	1,633,350	F. & A.	Feb. '70 4
Delaware and Hudson.....100	10,000,000	F. & A	Feb. '70 5
Delaware and Raritan.....100	2,521,300	F. & A.	Feb. '70 5
Erie of Pennsylvania..... 50	64,000	.....	.....
Lehigh Coal and Navigat. 50	8,739,800	M. & N.	M'y '67 3
Monongahela Navigation. 50	728 100	J. & J.	Jan. '69 3
Morris (consolidated)..... 10	1,025,000	F. & A.	Feb.'67 3
" (preferred).....100	1 175,000	F. & A.	Feb.'70 5
Pennsylvania 50	4,300,000	.....	.....
Schuyl. Navigation (cons.) 50	1,908,207	F. & A.	Feb.'67 6
" " (pref.). 50	2,888,805	F. & A.	Feb.'67 6
Susq. and Tide Water..... 50	2,002,746	.....	.....
Union..... 50	2,907,850	.....	.....
" preferred 50	.....	.....	.....
W. Branch and Susq..... 50	1,100,000	J. & J.	Jan.'65 5
Wyoming Valley..... 50	800,000	irregular	Oct. '67 4
MISCELLANEOUS.			
Pacific Mail Steamship....100	20,000,000	MJS&D.	Sept.'69 3
Union Navigation 100	4,000,000	MJS&D.	Dec.'66 5
West'n Union Telegraph.100	41,063,000	J. & J.	Jan.'70 2
American Coal..... 25	1,500,000	M. & S.	M. '69 3
Ashburton 50	2,500,000	J. & D.	Dec.'66 4
Butler Coal..... 25	500,000	J. & D.	D., '69 3.4
Central Coal 100	2,000,000	J. & J.	July'65 5
Fulton Coal..... —	.....	J. & J.	Jan. '70 4
Lackawanna Coal..... —	200,000	J. & J.	Jan '69 2½
Mt. Pleasant Coal..... 40	200,000	.....	Dec'68 2½
Pennsylvania Coal 50	3,200,000	FMA&N	Aug '69 5
Roaring Brook Coal..... —	200,000	.....	Dec'68 2½
Short Mt. Coal..... 50	800,000	.....	Jan. '70 5
Spring Mountain Coal..... 50	1,250,000	J. & J.	Jan. '69 6
Spruce Hill Coal..... 10	1,000,000	J. & J.	Jan. '67 5
Wilkesbarre Coal..... 100	3,400,000	M. & N.	Nov.'69 5
Wyoming Valley Coal 100	1,250,000	F. & A.	Aug. '66
Adams Express.....100	10,000,000	.....	June'70 3
Am. Merchants Union Exp.100	18,000,000	.....	July'70 3
United States Express 100	6,000,000	FMA&N	N'v.'69 2½
Wells, Fargo & Co. Exp...100	10,000,000	.....	.....

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Central Pacific (in gold):													
1867	38,169	51,831	60,029	81,156	95,828	121,702	174,812	181,297	200,550	212,109	128,166	75,871	1,421,525
1868	64,463	86,937	81,396	96,481	106,835	164,729	259,590	251,832	262,770	296,422	286,562	342,743	2,300,767
1869	212,604	218,982	391,308	485,048	568,270	556 080	532,657	511,854	609,788	579,042	535,366	410,000	5,611,599
Chicago and Alton:													
1863	109,850	101,355	104,372	122,084	132,301	145,542	149,137	157,948	170,044	170,910	156,869	153,294	1,673,706
1864	100,991	154,418	195,803	162,723	178,786	206,090	224,257	312,165	354,554	320,879	307,803	252,015	2,770,484
1865	280,503	275,283	299,063	258,480	322,278	355,270	335,985	409,251	401,280	357,956	307,919	236,824	3,840,092
1866	226,153	222,241	290,111	269,249	329,851	371,544	321,597	387,269	322,638	360,223	323,080	271,247	3,695,153
1867	243,787	157,832	235,961	282,165	335,510	342,358	354,244	415,982	408,999	426,752	359,102	330,169	3,892,861
1868	276,117	275,140	267,094	279,121	303,342	384,504	404,012	558,101	486,196	503,746	409,569	361 701	4,508,048
1869	343,182	304,828	393,648	331,149	345,556	391,685	353,736	501,667	501,259	463,109	403,691	348,095	4,682,505
1870	293,978	323,825	344,366	334,653	395,044	......	......	......	......	......	......	......	......
Chicago, Rock Island and Pacific:													
1863	140,024	130,225	122,512	126,798	144,995	170,937	139,142	160,306	210,729	216,030	196,435	201,134	[illegible]
1864	158,735	175,482	243,150	185,013	198,679	243,178	224,980	307,874	375,860	324,865	336,617	321,037	[illegible]
1865	305,554	246,331	289,403	196,580	234,612	321,818	244,121	306,231	389,489	307,523	270,073	201,779	3,313,514
1866	241,395	183,385	257,230	209,099	277,506	306,693	238,926	317,977	400,941	428,474	345,028	260,268	3,466,922
1867	292,047	224,621	272,454	268,369	297,625	276,681	297,513	444,024	566,403	599,549	442,275	377,053	4,358,614
1868	308,587	297,464	276,431	301,952	316,709	378,436	341,885	568,380	558,387	591,209	424,589	433,435	4,797,464
1869	333,319	308,208	398,740	362,961	419,100	508,000	440,300	480,900	579,000	581,000	475,600	387,700	5,274 067
1870	362,800	398,200	443,900	443,300	507,900	......	......	......	......	......	......	......	......
Chicago and Northwestern:													
1863	......	......	......	......	......	366,100	281,334	296,169	473,186	551,122	435,945	407,688	2,811,544
1864	273,876	317,839	390,355	421,363	466,830	565,145	480,710	519,306	669,605	729,759	716,378	563,400	6,114,566
1865	541,005	482,164	499,296	468,358	585,623	747,942	702,691	767,508	946,707	932,683	754,671	547,842	7,976,490
1866	523,566	399,917	523,745	537,519	858,948	925,983	808,524	797,475	1,000,086	1,200,216	1,010,892	712,859	9,299,430
1867	696,147	574,664	765,398	774,279	895,712	893,658	888,214	1,063,236	1,448,942	1,541,057	1,211,530	879,900	11,632,737
1868	892,092	807,478	850,192	1,094,597	1,211,150	1,180,933	1,076,674	1,251,940	1,507,479	1,570,067	1,107,084	1,001,987	13,384,471
1869	892,092	830,286	1,142,166	1,112,190	1,268,444	1,258,284	1,167,156	1,032,814	1,321,139	1,414,231	1,144,029	867,830	13,622,567
1870	731,283	755,404	872,115	950,636	1,212,081	......	......	......	......	......	......	......	......
Cleveland, Col., Cin. and Indianapolis:													
1868	242,205	236,160	242,509	236,435	193,959	203,696	218,347	271,425	287,451	293,296	262,798	230,061	2,918,342
1869	204,112	180,840	239,522	247,661	241,456	259,408	253,367	341,783	320,025	293,615	271,565	242,621	3,095,965
1870	201,500	218,600	244,161	246,046	......	......	......	......	......	......	......	......	......
Illinois Central:													
1862	190,130	236,637	181,084	191,648	206,246	269,282	261,079	352,786	414,543	410,336	372,593	359,463	3,445,827
1863	299,944	271,085	275,643	289,224	334,687	407,992	343,929	511,305	478,576	496,433	437,679	424,531	4,571,028
1864	327,900	416,588	459,762	423,797	406,373	510,100	423,578	640,179	799,236	661,391	657,141	603,402	6,329,447
1865	571,536	528,972	616,665	516,608	460,573	617,682	578,403	747,469	739,736	641,589	643,887	518,088	7,181,208
1866	603,053	505,266	505,465	411,605	569,250	567,679	480,626	578,253	571,348	661,971	588,219	504,066	6,546,741
1867	647,120	524,871	417,071	440,271	477,027	516,493	525,242	709,327	738,530	823,901	727,810	613,329	7,160,992
1868	587,443	536,165	444,443	518,800	572,551	626,249	549,714	794,325	889,967	931,530	685,401	681,041	7,817,629
1869	659,138	524,693	709,645	568,282	640,975	778,261	696,228	841,363	979,401	914,406	814,413	696,677	8,823,482
1870	654,587	663,391	644,374	597,571	695,253	......	......	......	......	......	......	......	......
Marietta and Cincinnati:													
1866	90,411	85,447	84,351	81,181	96,388	103,373	98,043	106,921	104,866	113,504	112,952	123,802	1,201,289
1867	94,136	78,976	92,910	92,768	90,526	96,535	106,594	114,716	121,217	142,823	132,387	123,383	1,278,713
1868	92,433	81,599	98,482	108,461	95,416	95,924	108,413	126,556	121,519	125,065	119,169	121,408	1,294,095
1869	98,517	91,666	103,558	109,526	111,033	118,648	114,496	129,388	140,473	132,869	131,019	109,629	1,390,822
1870	90,177	98,275	101,379	106,246	110,213	......	......	......	......	......	......	......	......
Michigan Southern & Northern Indiana:													
1863	248,784	230,508	557,227	268,613	264,935	241,236	189,145	238,012	308,106	375,567	332,360	348,048	3,302,543
1864	256,600	304,445	338,454	330,651	267,126	316,258	278,891	358,862	402,219	407,107	448,934	411,806	4,120,152
1865	363,996	366,361	413,974	365,180	351,489	387,095	301,613	418,575	486,808	524,760	495,072	351,799	4,826,727
1866	312,846	277,234	412,715	413,970	418,024	384,684	338,858	384,401	429,177	496,655	429,546	352,218	4,650,328
1867	305,857	311,088	395,372	409,248	357,749	307,968	313,130	434,318	488,388	530,871	429,785	380,034	4,663,808
1868	362,021	338,335	378,735	452,429	399,300	365,117	308,502	437,600	521,326	543,886	436,399	437,503	4,981,158
1869—*Including Lake Shore	1,006,998*	880,593*	1,140,000*	473,544	445,792	408,139	727,045*	838,777*	1,239,725*	1,279,602*	1,124,745*	1,048,272*	......
1870	931,873*	1,006,961*	1,162,697*	......	......	......	......	......	......	......	......	......	......
Michigan Central:													
1862	230,159	159,658	151,902	175,696	186,039	174,002	172,189	216,624	295,956	322,369	307,474	258,634	2,650,702
1863	242,073	245,858	236,432	238,495	236,453	206,221	193,328	215,449	308,168	375,488	339,794	306,186	3,168,065
1864	252,435	278,848	348,802	338,276	271,553	265,780	263,244	346,781	408,445	410,802	405,510	376,470	3,970,946
1865	306,324	279,137	344,228	337,241	401,456	365,663	329,105	413,501	476,661	490,694	447,670	328,870	4,520,550
1866	282,439	265,796	337,158	343,737	365,196	335,083	324,986	359,646	429,161	493,640	414,604	308,669	4,260,115
1867	304,095	283,661	375,210	362,783	333,952	284,977	313,021	398,993	464,778	506,296	412,934	330,373	4,371.073
1868	343,316	304,315	326,880	415,758	369,236	325.501	321,013	392,942	456,973	511,820	410,826	390,671	4,509,251
1869	384,120	320,636	386,527	411,514	403,646	366,623	329,950	353,569	473,546	490,772	448,419	374 542	4,744,164
1870	337,992	329,128	380,430	412,030	406,283	......	......	......	......	......	......	......	......
Milwaukee and St. Paul:													
1867	319,763	240,755	261,143	316,266	401,900	369,356	365,412	350,565	751,738	1,101,771	775,616	438,323	5,683,608
1868	369,228	321,203	333,508	436,412	565,718	458,191	423,398	522,682	1,024,045	1,037,464	556,917	468,880	6 517,646
1869	454,590	330,400	420,951	460,288	630,844	678,923	586,531	525,547	724,732	1,040,102	801,195	596,566	7,250,669
1870	396,171	382,823	377,000	443,132	730,700	......	......	......	......	......	......	......	......
North Missouri:													
1869	119,721	94,927	136,263	149,184	139,000	......	......	......	......	......	......	......	......
1870	213,101	196,207	239,161	269,490	259,000	......	......	......	......	......	......	......	......
Ohio and Mississippi:													
1864	210,329	260,466	309,261	269,444	224,963	223,242	268,177	302,596	332,400	278,006	346,243	275,950	3,311,077
1865	259,223	239,139	313,914	271,527	290,916	304,463	349,285	344,700	350,348	372,618	412,553	284.319	3.793,005
1866	267,541	246,109	326,236	277,424	283,130	253,925	247,262	305,454	278,701	310,762	302,426	281,613	3 380.583
1867	242,793	219,065	279,647	284,729	282,939	240,135	234,633	322,521	365,371	379,367	336,066	272,053	3,459,319
1868	211,973	231,351	265,905	252,149	204,620	217,082	194,455	287,557	307,122	283,329	274,637	233,861	2,964,041
1869	180,366	216,080	221,459	214,409	218,639	223,236	192,364	275,220	292,803	328,044	298.027	254,896	2,915,543
1870	196,787	218,234	253,065	270,934	246,266	......	......	......	......	......	......	......	......
Pacific of Missouri:													
1869	194,112	207,302	294,302	278,247	264,273	......	......	......	......	......	......	......	......
1870	200,879	250,617	294,874	289,550	283,221	......	......	......	......	......	......	......	......
Philadelphia and Reading:													
1862	192,216	217,161	244,423	258,674	283,996	254,285	388,725	414,707	448,994	463,873	466,557	454,826	4,088,837
1863	335,685	361,834	396,771	429,929	505,517	464,809	451,884	574,486	714,302	815,902	746,955	526,009	6,324,083
1864	436,742	532,786	617,021	669,384	757,178	936,188	711,457	1,170,241	1,125,635	754,551	1,032,149	812,178	9,555,510
1865	653,053	608,305	116,215	923,283	416,841	566,979	957,194	1,121,205	1,351,579	1,419,232	1,196,955	702,685	10.033 026
1866	738,061	725,967	779,198	861,604	1,109,267	1,140,301	996,841	1,252,386	833,742	887,793	874,974	436,990	10,637,124
1867	500,488	534,561	703,618	836,603	965,358	903,974	864,637	693,104	873,153	956,658	837,351	586,779	9,256,284
1868	427,437	518,174	651,019	817,750	761,220	744,188	314,472	631,143	1,006,631	1,159,726	1,113,398	589,924	8,735,082
1869	479,236	525,490	755,433	904,834	499,463	630,680	1,232,903	1,454,026	1,294,621	1,235,366	1,476,405	......	......
St. Louis, Alton and Terre Haute:													
1866	178,120	155,893	192,138	170,485	168,699	162,532	166,015	222,953	198,884	244,834	212,227	177,364	2,250,142
1867	149,658	149,342	174,153	188,162	171,736	156,066	172,933	220,788	219,160	230,340	205,095	180,971	2,218,402
1868	127,593	133,392	149,164	155,388	130,545	140,408	143,987	204,597	196,910	210,473	174,500	168,696	1,935,753
1869	132,623	127,817	175,950	171,868	157,398	154,133	144,164	186,889	202,238	205,750	189,351	160,085	2,008,265
1870	152,393	158,785	176,877	168,705	......	......	......	......	......	......	......	......	......
St. Louis and Iron Mountain:													
1870	93,753	95,610	105,033	103,716	117,625	......	......	......	......	......	......	......	......
Toledo, Wabash and Western:													
1867	237,674	200,793	270,630	317,052	329,078	304,810	309,591	364,724	382,996	406,766	351,759	333,480	3,809,353
1868	278,712	265,137	257,800	286,825	260,529	293,344	283,833	484,209	450,203	429,898	323,270	399,439	4,018,208
1869	284,193	240,395	242,705	311,833	312,530	348,891	310,800	450,246	470,720	422,369	323,377	434,284	4,252,348
1870	......	293,645	295,298	318,699	......	......	......	......	......	......	......	......	......
Union Pacific:													
1869	......	......	......	......	591,420	706,002	623,560	617,585	758,467	857,332	837,388	716,829	5,708,188
1870	528,520	500,139	539,268	......	......	......	......	......	......	......	......	......	......

NATIONAL AND STATE SECURITIES.

* Indicates that no interest is paid.	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When Payable.	Market Price.
National Securities June 1, 1870.					
Loan of June 14, 1858 .....registered	$20,000,000	5	Jan. & July.	1874	107
.. .. coupon		5	" "	1874	....
Loan of June 22, 1860 .....registered	7,022,000	5	" "	1871	....
.. .. coupon		5	" "	1871	....
Loans of Feb. 8, July 1, Aug. 5, '61 registered	282,733,100	6	" "	1881	115
and March 3, 1863 ..... coupon		6	" "	1881	118½
Oregon War Bonds of March 2, 1861	945,000	6	" "	1881	....
.. ..		6	July.	1881	....
Loan of Feb. 25, 1862 (5-20s)...registered	514,771,600	6	May & Nov.	1882	111¾
.. .. .. (5-20s).....coupon		6	" "	1882	112½
Loan of March 3, 1864 (5-20s)...registered	3,882,500	6	" "	1884	111½
.. .. .. (5-20s).....coupon		6	" "	1884	111½
Loan of June 30, 1864 (5-20s)...registered	125,561,300	6	" "	1884	111½
.. .. .. (5-20s).....coupon		6	" "	1884	111½
Loan of March 3, 1865 (5-20s)...registered	203,327,250	6	" "	1885	111½
.. .. .. (5-20s).....coupon		6	" "	1885	111½
.. .. 2d series (5-20s)...registered	332,998,950	6	Jan. & July.	1886	113¾
.. .. .. (5-20s).....coupon		6	" "	1886	113¾
.. .. 3d series (5-20s)...registered	379,594,850	6	" "	1887	110½
.. .. .. (5-20s).....coupon		6	" "	1887	114
.. .. 4th series (5-20s)...registered	42,539,350	6	" "	1888	114
.. .. .. (5-20s).....coupon		6	" "	1888	113¾
Loan of March 3, 1864, (10-40s)..registered	194,567,300	5	Mar. & Sept.	1904	108½
.. .. .. (10-40s) ....coupon		5	" "	1904	108½
Pacific R. R. Bonds.....(currency)	64,457,320	6	Jan. & July.	'95-'99	114½
Certificates of Mar. 2, 1867, and July 25, 1868..	45,540,000	3	.....	Dem.	....
Navy Pension Fund of July 23, 1868.....	14,000,000	3	.....	.....	....
Loans of 1842, 1847 and 1848.....	62,050	6	.....	Due.	....
Texas Indemnity Bonds of Sept. 9, 1850	242,000	5	.....	Due.	....
Treasury Notes prior to 1857.....	89,625	6	.....	Due.	....
Treasury Notes of 1857, '61 and '63	259,212	var	.....	Due.	....
Treasury Notes (7-30s).....	691,050	7.3	.....	Due.	....
Certificates of Indebtedness.....	5,000	6	.....	Due.	....
Compound Interest Notes of 1863 and 1864....	2,191,070	6	.....	Due.	....
Temporary Loan of June 30, 1864	181,310	var	.....	Due.	....
U. S. Notes (greenbacks).....	356,107,221	*nil.*	.....	Dem.	....
Fractional Currency	39,508,057	"	.....	"	...
State Securities, latest dates.					
Alabama—State Bonds.....	168,900	5	May & Nov.	1872	76
.. — .. .. (extended).....	2,414,800	5	" "	'83-'85	....
.. — .. .. (sterling).....	770,500	6	Jan. & July.	'70-'86	....
.. — .. .. (" extended)..	732,800	5	" "	1886	...
.. — .. .. (new).....	660,200	8	" "	'94-'95	102
Arkansas—*State Bonds (Real Estate Bank) .	886,000	6	April & Oct.	1861	....
.. —* .. .. (State Bank).....	440,000	6	Jan. & July.	1868	....
California—Civil Bonds of 1867.....	3,066,500	7	Jan. & July.	1877	112
.. — .. .. 1860.....	177,500	7	" "	1880	....
.. —Soldiers' Relief Bonds	470,500	7	" "	'83-'85	....
.. — .. Bounty Bonds.....	982,000	7	" "	'83-'85	....
Connecticut—War Bonds, My,'61,(10 or 20yr)		6	Jan. & July.	'71-'81	101½
.. — .. Oct.'61,(10 or 20yr)		6	" "	'72-'82	....
.. — .. Nov., 1863	7,513,692	6	" "	1883	99½
.. — .. My',64,(10 or 20yr)		6	April & Oct.	'74-'78	....
.. — .. May 1, 1865, (free)		6	" "	1885	....
.. — .. (various) registered	867,500	6	Various.	Var.	....
Florida—State Bonds	500,000	8	Jan. & July.	Var.	....
.. —		7	" "	Var.	....
Georgia—State Bonds (W. & A. R. R.).....	100,000	7	Jan. & July.	1870	....
.. — .. .. (" ")....	176,000	7	May & Oct.	1870	95½
.. — .. .. (Act March 12, 1866)....	3,164,500	7	Jan. & July.	1886	....
.. — .. .. (W. & A. R. R.).....	1,519,000	6	" "	'68-'74	....
.. — .. .. (" ").....	75,000	6	May & Oct.	1874	88
.. — .. .. (Atl. and Gulf R. R.)...	734,000	6	Feb. & Aug.	'78-'86	....
.. — .. .. (sterling).....	72,000	5	Mar. & Sept.	1869	....
Illinois—New Internal Improvement Stock...	1,635,954	6	Jan. & July.	1870	....
.. —Interest Bonds.....	996,649	6	" "	1877	....
.. —Liquidation Bonds.....	193,400	6	" "	1865	100½
.. —Refunded Stock	985,900	6	" "	'69-'77	....
.. —Thornton Loan Bonds	104,000	6	" "	1869	100
.. —War Loan Bonds	543,200	6	" "	1879	....
.. —Ill. and Mich. Canal.....(sterling)	792,222	6	" "	1870	101
.. — " " " .....registered	535,367	6	" "	1870	....
Indiana—State Stock.....	2,322,925	5	Jan. & July.	1866	....
.. —War Loan Bonds.....	210,000	6	May & Nov.	1888	....
Iowa—State Bonds of 1858.....	200,000	7	Jan. & July.	1868	....
.. —War and Defense Bonds of 1861.....	300,000	7	" "	1881	....
Kansas—War Bonds, 1861-'67.....	750,000	7	Jan. & July.	'76-'97	....
.. —Territorial Debt Bonds.....	100,000	6	July.	'83-'84	....
Kentucky—State Bonds.....	1,421,000	6	April & Oct.	'71-'72	98
.. —	339,000	6	May & Nov.	1879	....
.. —	160,000	5	April & Oct.	'69-'73	....
.. —Military Bonds.....	635,000	6	Various.	'80-'93	....
Louisiana—State Bonds (Schools, &c.).....	684,500	6	Jan. & July.	1893	....
.. — .. .. (Railroads)	2,092,000	6	Various.	'69-'06	77
.. — .. .. (Charity Hospital)....	86,000	6	Mar. & Sept.	1872	....
.. — .. .. (Levees).....	1,000,000	6	Various.	1886	75½
.. — .. .. (" 1867).....	2,414,000	6	May & Nov.	1907	....
.. — .. .. (" 1868).....	3,000,000	8	" "	1908	93
.. — .. .. (Funding).....	494,800	6	Various.	'86-'88	73½
Maine—Civil Loans.....	250,000	6	Mar. & Sept.	'69-'74	....
.. —	171,000	6	Various.	'75-'78	97¾
.. —War Loan of 1861.....	800,000	6	" "	1871	101½
.. — .. .. 1863.....	525,000	6	Mar. & Sept.	1883	98½
.. — .. .. 1864.....	2,832,500	6	June & Dec.	1889	98½
.. —Bounty Loan of 1863.....	475,000	6	Feb. & Aug.	1880	98½
Maryland—Sterling Bonds of 1838	802,000	5	J. A. J. & O.	1865	....
.. —	2,252,112	5	" "	'89-'90	....
.. — .. .. converted	1,214,580	5	" "	'89-'90	....
.. —Currency Bonds of 1837.....	269,000	6	" "	1890	98
.. — .. .. 1827.....	24,000	5	" "	1880	....
.. — .. .. 1834-'35.....	1,438,428	6	" "	'70-'85	95
.. — .. .. 1838-'39.....	525,008	6	" "	'89-'90	....
.. — .. .. 1838-'39.....	46,232	5	" "	1890	79
.. —Defense Loan of 1864-'65	2,040,100	6	" "	1883	103¾
.. —South Relief Loan of 1867.....	100,000	6	" "	1873	....

* Indicates that no interest is paid.	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When Payable.	Market Price.
Massachusetts—Western R. R. Loan, sterling	3,578,696	5	April & Oct.	'69-'88	....
.. —Troy and Greenfield Loan, stg.	3,506,580	5	" "	'88-'90	....
.. — .. .. dollar	1,166,500	5	" "	'90-'94	98
.. —Eastern R. R. Loan.....	200,000	5	Jan. & July.	'69'-71	....
.. —Nor. & Worc. R. R. Loan	400,000	6	" "	1877	106¾
.. —B., H. & Erie R. R. Loan, stg.	290,400	6	" "	1900	....
.. —State Scrip (var.).....	171,000	5	Various.	1870	....
.. —	117,000	5	"	1872	....
.. —	125,000	5	April & Oct.	1873	....
.. —	244,000	5	Various.	1874	103
.. —	162,000	6	June & Dec.	'70-'72	111¾
.. —	50,000	6	" "	1877	105½
.. —Union Fund Loan of 1861.....	200,000	6	Jan. & July.	1871	113
.. —	650,000	6	" "	'72-'73	111
.. —	720,000	6	" "	'74-'75	106¾
.. —	1,430,000	6	" "	1876	108½
.. — .. .. 1862.....	600,000	5	" "	'77-'78	98½
.. —Back Bay Loan of 1862-'63...	220,000	5	May & Nov.	1880	....
.. —Bounty Fund Loan of 1863...	200,000	5	Jan. & July.	1883	98
.. — .. .. '64-'67, stg.	4,000,744	5	May & Nov.	1894	96½
.. — .. .. .. dol.	4,379,500	5	" "	1894	97½
.. —Coast Defense Loan of 1863..	888,000	5	Jan. & July.	1883	96
.. —War Fund 5-20 Loan.....	3,505,000	6	Mar. & Sept.	1886	100¾
.. —Three Years' Loan.....	919,324	6	Var.	3 yrs.	....
Michigan—Sault Canal Bonds.....	86,000	6	Jan. & July.	1879	....
.. —Renewal Loan.....	200,000	6	" "	1878	96½
.. —Two Million Loan	1,728,000	6	" "	'73-'83	93
.. —War Loan.....	896,000	7	" "	1886	....
.. —Bounty Loan	463,000	7	May & Nov.	1890	100¾
Minnesota—*Railroad Loan.....	2,275,000	7	Jan. & July.	1883	....
Mississippi—*State Bonds (for banks).....	7,000,000	6	Jan. & July.	'41-'71	93¾
Missouri—State Bonds proper.....	453,000	6	Jan. & July.	'62-'90	94½
.. —Consols. (interest).....	2,830,000	6	" "	1887	....
.. —Railroad Loans	13,734,000	6	" "	'82-'90	94½
.. —S. W. Pacific, guar.....	1,589,000	7	" "	'81-'87	....
.. —Han. and St. Jo. R. R. Loan.....	3,000,000	6	" "	'81-'85	94½
Nebraska—(No Account).....	.....	...	.....	.....	...
Nevada—(No Account).....	.....	...	.....	.....	...
New Hampshire—War Loan of July 1, 1861..	1,089,800	6	Jan. & July.	'69-'78	97¾
.. — .. of Sept. 1, 1864..	600,000	6	Mar. & Sept.	'84-'89	98½
.. — .. of Oct. 1, 1865..	1,267,000	6	April & Oct.	'69-'74	99
.. — .. of July 1, 1866..	500,000	8	Jan. & July.	1869	....
New Jersey—War Loan of 1861 (free).....	1,599,800	6	Jan. & July.	'69-'84	103½
.. — .. of 1863 (free).....	1,002,900	6	" "	'86-'96	....
.. — .. of 1864.....	593,409	6	" "	'97-'02	....
New York—General Fund Stocks.....	700,000	7	J. A. J. & O.	1870	110
.. —	800,000	6	" "	1878	....
.. —	1,189,781	6	" "	pleas.	....
.. —	900,009	5	" "	1875	....
.. —	348,107	5	" "	pleas.	....
.. —Canal Stocks.....	2,607,300	6	J. A. J. & O.	1872	105½
.. —	5,726,800	6	" "	1873	108
.. —	2,250,000	6	" "	1874	....
.. —	500,000	6	" "	1875	....
.. —	900,000	6	" "	1877	....
.. —	2,035,800	5	" "	1874	....
.. —Bounty Stock.....	3,757,000	7	Jan. & July.	1877	....
.. — .. Bonds.....	22,186,000	7	" "	1877	110½
North Carolina—State Bonds (old).....	8,511,000	6	J.&J.orA.&O.	'69-'91	48½
.. — .. (new).....	3,059,045	6	" "	'92-'98	25
.. — .. (Chatham R. R.)	3,200,000	6	Jan. & July.	1900	....
.. — .. (funding)	2,439,900	6	Jan. & July.	1898	....
Ohio—State Loan (New York).....	2,026,171	6	Jan. & July.	1870	100
.. — .. (").....	1,600,000	6	" "	1875	102
.. — .. (").....	4,095,309	6	" "	1881	102½
.. — .. (").....	2,400,000	6	" "	1886	105
.. —Union Loan (Columbus).....	400,000	6	May & Nov.	1871	....
Oregon—Bounty Bonds.....	94,015	7	Jan. & July.	1884	....
.. —Relief Bonds	82,142	7	" "	1874	....
Pennsylvania—State Stocks	2,797,910	6	Various.	Due.	....
.. —		5	" "	"	....
.. —	1,642,128	5	Jan. & July.	1870	100
.. —Coupon Loans.....	4,724,000	5	Various.	'72-'82	103
.. —	112,000	4½	Jan. & July.	1882	....
.. —Inclined Plane Loan.....	400,000	6	April & Oct.	1879	....
.. —Redemption Loan of 1867.....	4,907,150	6	Feb. & Aug.	1872	105
.. —	7,909,600	6	" "	1877	108
.. —	2,273,050	6	" "	1882	109½
.. —	910,200	5	" "	'72-'87	....
.. —Military Loan.....	2,820,750	6	" "	1871	104½
Rhode Island—War Loan of 1861.....	30,500	6	April & Oct.	1871	99
.. — .. of 1862.....	1,157,000	6	Mar. & Sept.	1882	98½
.. — .. of 1863.....	214,000	6	April & Oct.	1883	99½
.. — .. of 1863.....	776,000	6	Jan. & July.	1893	99
.. — .. of 1864.....	881,000	6	Feb. & Aug.	1894	101¾
South Carolina—Fire Loan, 1838	314,454	6	J. A. J. & O.	1870	....
.. — .. (stg.).....	484,445	5	" "	1868	....
.. —State House Loans.....	2,386,000	6	Jan. & July.	'71-'90	....
.. —Blue Ridge R. R.....	1,000,000	6	" "	'75-'79	96
.. —Funding Bonds	1,282,971	6	" "	'70-'90	82½
Tennessee—State Bonds	1,398,640	5	April & Oct.	Var.	....
.. —	289,160	5½	" "	"	....
.. —	1,706,000	6	" "	"	....
.. —Railroad Loans	25,903,000	6	Jan. & July.	long.	65½
.. —Railroad Endorsements	2,172,000	6	" "	Var.	....
.. —Funding Bonds	4,677,950	6	" "	"	62
Texas—No legal debt.....	.....	...	.....	.....	...
Vermont—State Bonds.....	1,026,000	6	June & Dec.	'71-'78	98¾
.. — .. Certificates.....	201,000	6	" "	'71-'78	....
Virginia—State Stock.....	20,653,962	6	Jan. & July.	long.	63½
.. — .. Bonds	10,963,000	6	" "	"	....
.. — .. .. stg.....	2,831,500	5	" "	"	....
.. —Funding Stock.....	2,880,801	6	" "	1870	68
.. — .. Bonds	3,446,000	6	" "	'80-'90	....
.. —Guaranteed Bonds.....	1,735,380	6	" "	Var.	....
West Virginia—No Debt.....	.....	...	.....	.....	...
Wisconsin—War Loan Bonds.....	167,800	6	Jan. & July.	'77-'88	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Adirondack:						
1st Mortgage	$915,000	7	Jan. & July.	New York.	1886	....
Albany and Susquehanna:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1888	....
Albany City Loan	1,000,000	6	May & Nov.	" "	1895	....
2d Mortgage for $2,000,000	2,000,000	7	April & Oct.	" "	1885	95
3d Mortgage	175,000	7	May & Nov	" "	1889	....
Allegheny Valley:						
General Mortgage	3,785,000	7.3	Jan. & July	New York.	1896	....
1st Mortgage Eastern Ex	59,000	...	.....	.....	....	....
Bonds to State of Pennsylvania.	3,500,000	...	.....	.....	....	....
Androscoggin:						
1st Mortgage	425,000	6	April & Oct.	Portland.	1890	....
Atlantic and Great Western:						
1st Mortgage (New York)		7*	April & Oct.	London.	1879	....
1st Mortgage (Pennsylvania)		7*	" "	"	1877	....
1st Mortgage (Ohio)	6,000,000	7	" "	New York.	1876	....
1st Mortgage (Franklin Branch)		7*	June & Dec.	London.	1882	....
1st Mortgage (Buffalo Extension)		7*	April & Oct.	"	1884	....
1st Mortgage (Silver Creek Br.).		7*	March & Sept.	"	1884	....
2d Mortgage (New York)		7	April & Oct.	New York.	1881	....
2d Mortgage (Pennsylvania)	3,000,000	7*	" "	London.	1882	....
2d Mortgage (Ohio)		7*	Jan. & July.	"	1883	....
1st Consolidated Mortgage	20,000,000	7*	April & Oct.	"	1895	....
2d Consolidated Mortgage	7,000,000	5*	" "	"	18—	....
Income Mortgage	8,701,806	7*	" "	"	18—	....
Atlantic and Gulf:						
1st Mortgage Consolidated	2,000,000		— & —	New York.	1898	....
Atlantic and St. Lawrence:						
Portland City Loan (skg fund)	1,500,000	6	Various.	B. & N. Y.	'68–'70	99½
2d Mortgage	1,614,500	6	April & Oct.	Portland.	1866	....
2d Mortgage sterling	885,500	6*	" "	London.	1866	....
Sterling Loan	484,000	6*	May & Nov.	"	1878	....
Baltimore and Ohio:						
Loan of 1855	863,250	6	Jan. & July.	Baltimore.	1875	96
Loan of 1850	579,500	6	" "	"	1880	96
Loan of 1853	1,710,500	6	April & Oct.	"	1885	94½
Baltimore City Loan of 1855	5,000,000	6	Jan. & July.	"	1890	....
Northwestern Va. R. R. 2d Mort.	458,500	6	" "	"	1873	....
Northwestern Va. R. R. 3d Mort.	140,000	6	" "	"	1885	....
Bay de Noquet and Marquette:						
1st Mortgage Income	250,000	8	April & Oct.	New York.	'70–'71	....
Bellefontaine:						
1st Mortgage (B. and Ind. R.R.).	791,000	7	Jan. & July.	New York.	'70–'90	....
Bellefonte and Snow Shoe:						
1st Mortgage	99,000	6	Jan. & July.	Philadelphia.	1876	....
Belvidere Delaware:						
1st Mortgage (guar. by C. & A.)	1,000,000	6	June & Dec.	New York.	1877	85
2d Mortgage (guar. by C. & A.)	500,000	6	March & Sept.	Princeton.	1885	85
3d Mortgage (guar. by C. & A.)	745,000	6	Feb. & Aug.	"	1887	84
Blue Ridge, S. Car.:						
1st Mortgage of $2,500,000	.....	7	Jan. & July.	Charleston.	1898	....
Boston and Albany:						
Sterling Loans	2,051,520	5*	April & Oct.	London.	'69–'71	....
Dollar Loan	798,000	6	" "	Boston.	1875	....
Boston, Clinton and Fitchburg.						
1st Mortgage	400,000	6	Jan. & July.	Boston.	1884	....
Boston, Concord and Montreal:						
1st Mort. (Conc. to War. 71 m.).	204,000	7	Feb. & Aug.	New York.	1865	94¾
2d Mort. conv. (1st M. on 22½ m.)	100,000	6	Jan. & July.	Boston.	1870	90½
2d Mort. conv. (1st M. on 22½ m.)	250,000	7	" "	New York.	1870	....
Sinking Fund Mortgage	496,000	6	" "	Boston.	1889	88½
Boston, Hartford and Erie:						
1st Mortgage (old)	600,000	7	March & Sept.	Boston.	1884	53
1st Mortgage (new) for $20,000,000	.....	7	Jan. & July.	"	1899	33¾
Boston and Lowell:						
Convertible bonds	101,000	6	Jan. & July.	Boston.	1873	....
Scrip certificates	366,000	3	April & Oct.	"	1873	96½
Wharf purchase bonds	200,000	6	" "	"	1879	98
Buffalo, Bradford and Pittsburg:						
1st Mortgage	580,000	7	Jan. & July.	New York.	1886	....
Buffalo, Corry and Pittsburg:						
1st Mortgage (B., C. & P. of Pa.)	100,000	7	Jan. & July.	Pittsburg.	18—	....
1st Mort. (Buff. & O.C.Cross-cut)	600,000	7	" "	New York.	18—	....
Buffalo and Erie:						
Co. bonds (Buff. and State Line)	400,000	7	June & Dec.	New York.	1870	86
Co. bonds (Buff. and State Line)	100,000	7	May & Nov.	" "	1873	....
Co. bonds (Buff. and State Line)	200,000	7	Jan. & July.	" "	1882	....
Co. bonds (Erie and Northeast).	300,000	7	March & Sept.	" "	1886	....
Buffalo, New York and Erie:						
1st Mortgage	2,000,000	7	June & Dec.	New York.	1877	91
2d Mortgage	380,000	7	May & Nov.	" "	1872	83½
Burlington, Cedar Rapids & Minn.:						
1st Mortgage	600,000	8	Feb. & Aug.	New York.	1919	....
Burlington and Missouri River:						
Land Grant Mortgage	4,690,608	7	April & Oct.	New York.	1893	87½
1st Convertible bonds	600,000	7	Jan. & July.	" "	1870	....
2d Convertible bonds	600,000	7	" "	" "	1875	....
3d Convertible bonds	958,545	8	" "	" "	1894	100
California Pacific:						
1st Mortgage, sinking fund	2,250,000	7*	Jan. & July.	New York.	1889	....
Camden and Amboy:						
Sterling Bonds, skg fund £337,250	1,632,290	6*	Jan. & July.	London.	1880	....
Sterling Loan, skg fund £369,200	1,846,000	5*	March & Sept.	"	1894	....
Loan for $800,000	323,220	6	April & Oct.	New York.	1870	99
Loan for $675,000	675,000	6	" "	" "	1875	95
Loan for $1,700,000	1,700,000	6	Feb. & Aug.	" "	1883	94
Loan for $2,500,000	867,000	6	May & Nov.	" "	1889	90
Consol. Mortgage for $5,000,000	4,665,940	6	June & Dec.	" "	1889	94
Camden and Atlantic:						
1st Mortgage	490,000	7	Jan. & July.	Philadelphia.	1873	....
2d Mortgage	500,000	7	April & Oct.	"	1880	....
Camden and Burlington County:						
1st Mortgage of 1867 for $350 000	305,000	6	Feb. & Aug.	Philadelphia.	1897	90
Cape Cod Central:						
1st Mortgage	125,000	6	Jan. & July.	Boston.	'69–'73	....
Catawissa:						
1st Mortgage	$371,000	7	Feb. & Aug.	Philadelphia.	1882	97
Cedar Falls and Minnesota:						
1st Mort. (C. F. to Waver. 14 m.)	294,000	7	April & Oct.	New York.	1885	....
1st Mort. (W. to Minn. L. 67 m.)	1,407,000	7	Jan. & July.	" "	1887	....
Cedar Rapids and Missouri River:						
1st Mortgage	3,586	7	Jan. & July.	New York.	1916	87½
Central Branch Union Pacific:						
1st Mort. (Atchison & Pike's P.)	1,600,000	6*	May & Nov.	New York.	'95–'96	....
2d Mortgage Governm't subsidy.	1,600,000	6	Jan. & July.	" "	'95–'96	....
Central of Georgia:						
1st Mortgage	786,000	7	March & Sept.	Savannah.	1875	98½
Central of New Jersey:						
1st Mortgage	900,000	7	Feb. & Aug.	New York.	1870	109
2d Mortgage	600,000	7	May & Nov.	" "	1875	103
New Loan for $5,000,000	1,500,000	7	Feb. & Aug.	" "	1890	102¾
Central Ohio:						
1st Mortgage	2,500,000	6	March & Sept.	New York.	1890	84½
Central Pacific of California:						
1st *Mortgage* (on 725 m.) free	26,010,000	6*	Jan. & July.	New York.	1895	93
2d *Mortgage* (paid by Cal.)	1,500,000	7*	" "	" "	1885	111½
Convertible bonds	1,500,000	7*	" "	" "	1883	104½
National Loan	26,010,000	6	" "	" "	1895	....
Charlotte and South Carolina:						
1st Mortgage for $500,000	334,000	7	Jan. & July.	New York.	1880	....
Cheraw and Darlington:						
1st Mortgage	150,000	7	Jan. & July.	Charleston.	1870	....
Chesapeake and Ohio (Va. Cent.):						
1st Mortgage for $15,000,000	.....	6*	May & Nov.	New York.	1900	90¾
Cheshire:						
Company bonds	771,800	6	Jan. & July.	Boston.	'75–'80	91½
Chester Valley:						
1st Mortgage	500,000	7	May & Nov.	Philadelphia.	1872	51½
Chicago and Alton:						
1st Mortgage, pref. sinking fund.	402,000	7	May & Nov.	New York.	1877	97
1st Mortgage	2,400,000	7	Jan. & July.	" "	1893	102½
Income bonds (2d Mortgage)	1,100,000	7	April & Oct.	" "	1883	92½
Chicago, Burlington and Quincy:						
Trust Mortgage	3,078,000	8	Jan. & July.	New York.	1883	114
Trust Mortgage, convertible	150,000	8	" "	" "	1883	....
2d *Mortgage*	941,000	4½	July.	Frankfort.	1890	....
Company bonds	680,000	7	March & Sept.	New York.	1890	....
Chicago, Cincinnati and Louisv.:						
1st Mortgage for $1,000,000	400,000	7*	Jan. & July.	New York.	1887	....
Chicago and Great Eastern:						
Construction	400,000	7	April & Oct.	New York.	1895	....
Income	300,000	7	" "	" "	1895	39½
Chicago, Danville and Vincennes:						
1st Mortgage S. F.	2,500,000	7*	April & Oct	New York.	1909	95
Chicago, Iowa and Nebraska:						
1st Mortgage	1,110,000	7	Jan. & July.	New York.	1881	....
Chicago and Milwaukee, (45 m'ls):						
1st Mortgage (C. and N. W.)	397,000	7	May & Nov.	New York.	1874	92¾
Chicago and Northwestern:						
Pref. sinking fund b'ds (193 m.).	1,249,500	7	Feb. & Aug.	New York.	1885	98
Funded Coupons	755,000	7	May & Nov.	" "	1883	90
General 1st Mortgage	3,594,500	7	Feb. & Aug.	" "	1885	96
1st Mortgage, Appleton Ext.	184,000	7	" "	" "	1885	84
1st Mortgage, Green Bay Ext.	300,000	7	" "	" "	1885	87½
Equipment Bonds	101,000	7	April & Oct.	" "	1874	....
Mississippi River Bridge Bonds.	200,000	7	Jan. & July.	" "	1884	....
Elgin and State L. purchase b'ds	189,000	6	" "	" "	1878	....
Consolidated sinking fund bonds	3,296,000	7	F. M. A. & N.	" "	1915	93½
Equipment Bonds	1,375,000	10	May & Nov.	" "	'68–'71	....
1st Mort. (Gal. & Chic. U. R. R.)	1,919,000	7	Feb. & Aug.	" "	1882	96
2d Mort. (Gal. & Chic. U. R. R.)	1,029,000	7	May & Nov.	" "	1875	95
1st Mortgage (Peninsula R.R.)	1,010,000	7	March & Sept.	" "	1896	90
1st Mort. (Chi. & Mil. R.W. 85 m)	1,098,000	7	Jan. & July.	" "	1898	....
1st Mortgage (Beloit & Mad. R.)	363,000	7	" "	" "	1888	....
Chicago, Rock Island and Pacific:						
1st Mortgage (C. & R. I. R.R.)	1,397,000	7	Jan. & July.	New York.	1870	102¾
1st Mort. (C., R. I. and P. R. R.)	7,375,000	7	" "	"	1896	99½
Chillicothe and Brunswick:						
1st Mortgage	500,000	8	May & Nov.	New York.	1894	82½
Cincinnati, Dayton and Eastern:						
1st Mortgage	465,000	7	Feb. & Aug.	New York.	1896	....
Cincinnati, Hamilton and Dayton:						
2d Mortgage (1st Mort. paid)	1,250,000	7	May & Nov.	New York.	1880	80
3d Mortgage	500,000	8	Jan. & July.	" "	1885	....
New Mortgage	282,000	7	" "	" "	1877	....
Cincinnati and Indiana:						
1st Mortgage	2,500,000	7	June & Dec.	New York.	1892	73
2d Mortgage	2,000,000	7	Jan. & July.	" "	'77 '87	79
Cincinnati and Indianapolis Junc.:						
1st Mortgage	1,200,000	7	Jan. & July.	New York.	1888	....
2d Mortgage	800,000	7	March & Sept.	" "	1893	....
1st Mortgage (Newcastle Br.)	250,000	7	June & Dec.	" "	1884	....
Cincinnati and Martinsville:						
1st Mort. (guar. by I. C. & Laf.)	400,000	7	Jan. & July.	New York.	1895	....
Cincinnati, Richmond & Chicago:						
1st Mortgage	560,000	7	Jan. & July.	New York.	1895	....
Cincinnati and Zanesville:						
1st Mortgage	1,300,000	7	May & Nov.	New York.	1893	....
Cincinnati, Sandusky and Clev.:						
1st mortgage	976,000	7	June & Dec.	New York.	1890	83½
Cleveland, Columbus and Cinc.:						
1st Mortgage	425,000	7	June & Dec.	New York.	'68–'90	....
Cleveland and Mahoning:						
1st Mortgage	850,000	7	Feb. & Aug.	New York.	1873	....
3d Mortgage	587,000	8	March & Sept.	" "	1876	....
Hubbard Branch, 1st Mortgage.	147,500	7	Jan. & July.	" "	1881	....
Cleveland and Pittsburg:						
2d Mortgage (or 1st Extension)	1,130,000	6	March & Sept.	New York.	1873	99
3d Mortgage (or 2d Extension)	1,597,000	7	May & Nov.	" "	1875	92
4th Mortgage (or 3d Extension)	1,106,489	7	Jan. & July.	" "	1892	75½
Consol. S. F. Mort. ($5,000,000)	876,000	7	May & Nov.	" "	1900	84

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Clev., Painesv. & Ash. (L. Shore):						
1st Mortgage	$500,000	7	Jan. & July.	New York.	1874	....
2d Mortgage	1,000,000	7	" "	" "	1880	....
3d Mortgage	1,000,000	7	April & Oct.	" "	1892	91
Cleveland & Toledo (Lake Shore):						
1st Mort. (Junc. R. R. 1st Div.)	13,000	7	April & Oct.	New York.	1867	....
1st Mort. (Junc. R. R. 2d Div.)	116,000	7	June & Dec.	" "	1882	....
1st Mortgage S. F. (Clev. & Tol.)	2,015,000	7	Jan. & July.	" "	1885	103
2d Mortgage (Clev. and Tol.)	1,000,000	7	April & Oct.	" "	1886	....
Columbia and Augusta:						
1st Mortgage for $1,000,000	410,000	7	Jan. & July.	New York.	1888	....
Columbus, Chicago & Ind. Cent.:						
Consol. 1st Mortgage skg fund	15,000,000	7	April & Oct.	New York.	1908	83
Columbus and Indiana Central:						
2d Mortgage	821,000	7	May & Nov.	New York.	1886	65
Income Bonds	1,243,000	7	" "	" "	1881	....
Columbus and Hocking Valley:						
1st Mortgage	262,500	7	Jan. & July.	New York.	1897	....
Consol. 2d Mortgage skg fund	5,000,000	7	Feb. & Aug.	" "	1909	....
Columbus and Xenia:						
1st Mortgage for $500,000	248,000	7	March & Sept.	Columbus.	1890	....
Connecticut and Passumpsic Riv.:						
1st Mortgage sinking fund	500,000	6	June & Dec.	Boston.	1876	94½
Notes of '66 and '67, free	295,000	7	" "	"	'76–'77	100
Connecticut River:						
1st Mortgage	250,000	6	March & Sept.	Boston.	1878	98
Connecting:						
1st Mortgage guaranteed	1,000,000	6	Jan. & July.	Philadelphia.	1896	85
Cumberland and Pennsylvania:						
1st Mortgage for $1,000,000	875,000	6	March & Sept.	New York.	1891	....
2d Mortgage sinking fund	799,000	6	May & Nov.	" "	1885	....
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	....
2d Mortgage	109,500	8	" "	"	1904	....
Danbury and Norwalk:						
1st Mortgage	100,000	7	Jan. & July.	New York.	1880	....
Danv., Urbana, Blooming. & Pekin:						
1st Mortgage sinking fund	2,000,000	7	Jan. & July.	New York.	1908	....
Dayton and Michigan:						
1st Mortgage sinking fund	2,802,000	7	Jan. & July.	New York.	1881	....
2d Mortgage	642,000	7	March & Sept.	" "	1884	....
3d Mortgage	700,000	7	April & Oct.	" "	1888	....
Dayton and Union:						
1st Mortgage, registered	149,000	7	March & Sept.	New York.	1879	....
2d Mortgage	135,000	7	June & Dec.	" "	1879	....
Income Bonds	252,445	6	"	" "	1879	....
Dayton and Western:						
1st Mortgage	275,000	7	March & Sept.	New York.	1882	....
2d Mortgage	463,000	6	Jan. & July.	" "	1905	....
Delaware:						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	1875	....
Guaranteed Bonds	100,000	6	" "	"	1875	....
State Loan	170,000	6	" "	"	1876	....
Extension Mortgage	100,000	6	" "	"	1880	....
Delaware, Lackawan. & Western:						
1st Mort. (L. & W.) for $900,000	564,000	7	Jan. & July.	New York.	1871	98
1st Mort. (East. Ext.) $1,500,000	1,111,000	7	April & Oct.	" "	1875	98½
2d Mort. (General) for $2,600,000	1,633,000	7	March & Sept.	" "	1881	97½
Des Moines Valley:						
1st Mortgage (on 154 miles)	2,310,000	8	April & Oct.	New York.	1877	....
Income Bonds	462,000	7	Jan. & July.	" "	1884	....
Detroit and Milwaukee:						
1st Mortgage, convertible	2,500,000	7	May & Nov.	New York.	1875	....
2d Mortgage	1,000,000	8	" "	" "	1875	....
1st Mortgage Funded Coupons	628,525	7	Jan. & July.	" "	1875	....
2d Mortgage Funded Coupons	377,115	7	May & Nov.	" "	1875	....
Bonds of June 30, 1866, (cond)	1,861,639	6	.....	" "	1886	....
Detroit, Mon. & Tol. (M.S. & N.I.)						
1st Mortgage	924,000	7	Feb. & Aug.	New York.	1876	92½
Detroit and Pontiac (Detr. & Mil.):						
1st Mortgage	100,000	7	Jan. & July.	New York.	1878	....
1st Mortgage	150,000	7	April & Oct.	" "	1878	....
2d Mortgage	250,000	8	Feb. & Aug.	" "	1886	....
Dubuque and Sioux City:						
1st Mortgage (1st Division)	300,000	7	Jan. & July.	New York.	1883	97
1st Mortgage (construction)	660,000	7	" "	" "	1894	....
Sinking Fund (convertible)	1,000,000	7	May & Nov.	" "	1888	....
Dubuque Southwestern:						
1st Mortgage, preferred	100,000	7	Jan. & July.	New York.	1895	....
2d Mortgage, ordinary	450,000	7	" "	" "	1895	....
East Brandywine & Waynesburg:						
1st Mortgage	140,000	7	Feb. & Aug.	Philadelphia.	1882	....
East Pennsylvania:						
1st Mortgage, Sinking Fund	506,900	7	April & Oct.	Philadelphia.	1888	....
East Tennessee and Georgia:						
Tennessee Loan (old)	1,037,000	6	Jan. & July.	New York.	1882	....
Tennessee Loan (1866)	430,277	6	" "	" "	1898	....
Mortgage (old)	640,000	6	" "	" "	1880	....
Mortgage (new)	136,400	7	" "	" "	1880	....
East Tennessee and Virginia:						
Tennessee Loan (old)	1,599,000	6	Jan. & July.	New York.	1888	....
Tennessee Loan (1866)	600,000	6	" "	" "	1898	....
Tennessee endorsed bonds	178,000	6	" "	" "	18—	....
Eastern:						
State Loan (1st Lien)	275,000	5	J. A. J. & O.	Boston.	'68–'72	....
2d *Mortgage*, (convert. sterling)	420,000	5*	Jan. & July.	London.	1872	....
2d Mortgage, convertible	733,000	6	Feb. & Aug.	Boston.	1874	99
1st Mortgage, (Essex Railroad)	214,000	6	Jan. & July.	"	1876	....
Bonds of 1868	500,000	6	March & Sept.	"	1889	90½
Edgefield and Kentucky:						
Tennessee Loan	870,000	6	Jan. & July.	New York.	18—	....
Elmira and Williamsport:						
1st Mortgage	1,050,000	7	Jan. & July.	Philadelphia.	1880	94½
Income Bonds	570,000	5	April & Oct.	"	1872	60
European and North American:						
1st Mortgage (Bangor to Winn.)	1,000,000	6*	Jan. & July.	London.	1886	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Erie:						
1st Mortgage	$3,000,000	7	May & Nov.	New York.	1897	99
2d Mortgage	4,000,000	7	March & Sept.	" "	1879	95½
3d Mortgage	6,000,000	7	" "	" "	1883	91
4th Mortgage	4,441,000	7	April & Oct.	" "	1880	84½
5th Mortgage	926,500	7	June & Dec.	" "	1888	78½
Buffalo Branch Bonds	186,400	7	Jan. & July.	" "	1891	....
Sterling Loan £800,000	4,844,444	6*	March & Sept.	London.	1875	....
Erie and Pittsburg:						
1st Mortgage	900,000	7	Jan. & July.	Philadelphia.	1882	....
2d Mortgage	700,000	7	April & Oct.	"	1875	....
New Mortgage	859,000	7	Jan. & July.	"	1893	....
Evansville and Crawfordsville:						
1st Mortgage of 1852	350,000	7	Jan. & July.	New York.	1869	....
1st Mortgage of 1854	740,000	7	May & Nov.	" "	1869	....
Rockville Extension 1st Mort.	150,000	7	Feb. & Aug.	" "	1881	....
Fall River, Warren & Providence:						
1st Mortgage	200,000	7	— & —	Providence.	18—	....
Flemington:						
1st Mortgage guaranteed	100,000	6	— & —	Princeton.	18—	....
Flint and Pere Marquette:						
1st Mortgage	1,520,500	7	— & —	New York.	18—	....
Galena & Chic. Union (C.N.&W.):						
1st Mortgage	1,919,000	7	Feb. & Aug.	New York.	1882	100
2d Mortgage	1,029,000	7	May & Nov.	" "	1875	91
Georgia:						
Bonds	592,000	7	J. & J.	Augusta.	70'–75	....
Grand Rapids and Indiana:						
1st Mortgage	167,000	7	Jan. & July.	New York.	1886	....
Grand River Valley:						
1st Mortgage, guaranteed	1,000,000	7	Jan. & July.	New York.	1886	....
Grand Trunk (Ca.):						
1st *Preference Bonds*	12,573,661	5*	Jan. & July.	London.	18—	....
2d *Preference Bonds*	7,355,986	5*	" "	"	18—	....
3d *Preference Stock*	3,414,094	4*	" "	"	18—	....
4th *Preference Stock*	25,592,860	4*	" "	"	18—	....
Equipment Bonds	2,433,333	6*	April & Oct.	"	18—	....
Postal and Military bonds	5,840,000	var	Feb. & Aug.		18—	....
Great Western of Canada:						
Government Loan £573,688	2,782,387	6*	— & —	Ottawa.	.....	....
Mortgage Bonds £615,200	2,983,720	6*	— & —	London.	'73–'76	....
Mortgage Bonds £547,000	2,652,950	5½*	— & —	"	'77–'78	....
Stock Debentures £46,700	226,500	5*	— & —	"	*irred.*	....
Great Western of Illinois:						
1st Mortgage (W. Div.)	1,000,000	10	April & Oct.	New York.	1868	106
1st Mortgage (E. Div.)	45,000	7	Feb. & Aug.	" "	1888	....
1st Mortgage (General)	1,455,000	7	" "	" "	1888	90
2d Mortgage	2,500,000	7	May & Nov.	" "	1893	81½
Greenville and Columbia:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1886	....
Hannibal and St. Joseph:						
Land Mortgage	1,900,000	7	April & Oct.	New York.	1881	105½
Convertible bonds	800,000	7	Jan. & July.	" "	1883	102
Eight per cent. Loan	860,000	8	" "	" "	1874	....
Ten per cent. Loan	1,000,000	10	" "	" "	1872	....
Ten per cent. Loan	500,000	10	— & —	" "	1869	....
1st Mort. (Quincy and Palmyra)	500,000	8	— & —	" "	18—	....
1st Mort. (Kan. City & Cameron)	1,200,000	10	— & —	" "	1891	108½
Harrisburg and Lancaster:						
1st Mortgage, guaranteed	700,000	6	Jan. & July.	Philadelphia.	1883	91
Hartford and New Haven:						
1st Mortgage	927,000	6	Jan. & July.	New York.	1873	95
Hartford, Providence and Fishkill:						
1st Mort. (R. Island 26.32 m.)	481,000	7	Jan. & July.	Providence.	1876	....
1st Mort. (Connecticut 96.04 m.)	1,574,500	7		Hartford.	1876	....
Hempfield:						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	1872	....
Housatonic:						
1st Mortgage	191,000	7	Jan. & July.	Bridgeport.	1877	....
2d Mortgage	100,000	7		"	1885	....
Houston and Texas Central:						
1st Mortgage (L.G.) sinking fund	2,600,000	7*	Jan. & July.	New York.	1891	....
Hudson River:						
1st Mortgage	1,936,000	7	Feb. & Aug.	New York.	1870	....
2d Mortgage, sinking fund	2,000,000	7	June & Dec.	" "	1885	106
3d Mortgage	183,000	7	May & Nov.	" "	1875	102
Huntington and Broad Top Mt.:						
1st Mortgage	416,000	7	April & Oct.	Philadelphia.	1870	90
2d Mortgage	367,500	7	Feb. & Aug.	"	1875	....
Consol. Mortgage	887,045	7	April & Oct.	"	1895	27½
Illinois Central:						
Construction	3,187,500	7	April & Oct.	New York.	1875	109
Construction	332,000	6	" "	" "	1875	....
Redemption	2,500,500	6	" "	" "	1890	....
Redemption, sterling	2,500,000	6*	"	London.	1875	....
Illinois and Southern Iowa:						
1st Mortgage	300,000	7	Feb. & Aug	New York.	1882	....
Indianapolis, Cin. and Lafayette:						
1st Mortgage	2,500,000	7	Jan. & July.	New York.	1886	70
1st Mortgage (Ind. and Cin.)	500,000	7	April & Oct.	" "	1888	....
Indianapolis, Crawfordsv. & Danv.:						
1st Mortgage	1,500,000	7	Jan. & July.	New York.	1888	....
Indianapolis and Madison:						
1st Mortgage	612,000	7	May & Nov.	New York.	1881	....
Iowa River:						
1st Mortgage (Eldora R. R.)	272,000	7	Jan. & July.	New York.	1888	....
Jackson, Lansing and Saginaw:						
1st Mortgage	1,495,000	8	Jan. & July.	New York.	1884	96½
Jeffersonville (J. M. & I.):						
2d Mortgage	397,000	7	April & Oct.	New York.	1873	....
Jeffersonville, Madison & Indian.:						
1st Mortgage	1,961,000	7	April & Oct.	New York.	1906	....
Joliet and Chicago:						
1st Mortgage, guaranteed, S. F.	500,000	8	Jan. & July.	New York.	1883	....
Joliet and Northern Indiana:						
1st Mortgage, guaranteed	800,000	5	Jan. & July.	New York.	1874	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Junction, Philadelphia:						
1st Mortgage, guaranteed	800,000	6	April & Oct.	Philadelphia.	1896	89
Kentucky Central:						
1st Mort. (Covington & Lexing.)	$128,000	7	— & —	New York.	1873	....
2d Mortgage (do.)	794,000	7	— & —	" "	1883	....
3d Mortgage (do.)	237,000	7	— & —	" "	1885	....
Keokuk and St. Paul:						
1st Mortgage, sinking fund, conv.	400,000	8	May & Nov.	New York.	1879	99¼
Knoxville and Charleston:						
Tenn. State Loan	450,000	6	Jan. & July.	New York.	1898	....
Knoxville and Kentucky:						
Tenn. State Loan (old)	1,310,000	6	Jan. & July.	New York.	1890	....
Tenn. State Loan (new)	800,000	6	" "	" "	1898	....
Lackawanna and Bloomsburg:						
1st Mortgage	900,000	7	Jan. & July.	New York.	1875	....
1st Mortgage (Extension)	400,000	7	March & Sept.	Philadelphia.	1885	....
2d Mortgage	500,000	7	April & Oct.	"	1880	....
2d Mortgage (Extension)	400,000	7	May & Nov.	"	1890	....
Lake Erie and Louisville:						
1st Mortgage for $1,600,000	500,000	7	Jan. & July.	New York.	1893	....
Lawrence:						
1st Mortgage	360,000	7	" "	Pittsburg.	1886	....
Lehigh and Lackawanna:						
1st Mortgage (tax free)	200,000	7	Feb. & Aug.	Philadelphia.	1897	91
Lehigh Valley:						
1st Mort. (exchangeable for new)	1,262,000	6	May & Nov.	Philadelphia.	1873	100
New Mortgage, free of taxes	1,917,000	6	June & Dec.	"	1898	97½
1st Mortgage (Hazleton)	149,500	6	Jan. & July.	"	1878	...
Little Miami:						
1st Mortgage	1,489,000	6	May & Nov.	New York.	1883	....
Cincinnati Loan	100,000	6	" "	Cincinnati.	1880	....
Little Rock and Fort Smith:						
1st Mortgage for $3,500,000	.....	6*	.....	Boston	....	....
Little Schuylkill:						
1st Mortgage, sinking fund	807,500	7	April & Oct.	Philadelphia.	1877	99
Long Island:						
1st Mortgage	500,000	6	Jan. & July.	New York.	1875	....
Hunter's Point Extension	175,000	7	Feb. & Aug.	" "	1890	....
Glen Cove Branch	150,000	6	May & Nov.	" "	1893	....
Louisville, Cincin. and Lexington:						
1st Mortgage for $3,000,000	2,628,000	7	Jan. & July.	New York.	1897	....
Louisville and Frankfort:						
1st Mortgage	88,000	6	Jan. & July.	New York.	'70–'78	....
Louisville Loan	100,000	6	" "	" "	1881	....
Louisville and Nashville:						
1st Mortgage, Main Stem	1,424,000	7	Jan. & July.	New York.	'69–'77	98
1st Mortgage, Memphis Branch	267,000	7	May & Nov.	" "	'70–'75	96
1st Mortgage, Bardstown Branch	27,500	7	Jan. & July.	" "	1870	....
1st Mort. Lebanon Branch Ext.	88,000	7	May & Nov.	" "	'80–'85	92
Louisville Loan, Main Stem	849,000	6	April & Oct.	" "	'86–'87	....
Louisville Loan, Lebanon Br.	225,000	6	May & Nov.	" "	1886	....
Louisville Loan, Leb. Br. Ext.	333,000	6	April & Oct.	" "	1893	....
Consolid. 1st mort. for $8,000,000	2,000,000	7	" "	" "	1898	90
Louisville, N. Albany & Chicago.						
1st Mort., New Albany & Salem	2,235,000	6	— & —	New York.	1892	....
Macon and Brunswick:						
1st Mort. endorsed by Georgia	140,000	7	Jan. & July.	New York.	1881	....
Mahanoy and Broad Mountain:						
1st Mortgage	250,000	6	Jan. & July.	Philadelphia.	1884	....
Maine Central:						
$1,100,000 Loan	1,095,600	6*	Feb. & Aug.	Boston.	'90–'91	....
$400,000 Loan	307,700	6	June & Dec.	"	'70–'71	....
Bangor City Loan	621,000	6	April & Oct.	"	1874	....
2d Mort. (Penob. & Ken. R. R.)	300,000	6	Feb. & Aug.	Bangor.	1870	...
Marietta and Cincinnati:						
1st Mortgage	2,454,342	7	Feb. & Aug.	Baltimore.	1891	94
1st *Mortgage*, Sterling	1,050,000	7*	" "	London.	1891	....
2d Mortgage	2,500,000	7	May & Nov.	Baltimore.	1896	75
Scioto and Hocking Valley	300,000	7	" "	"	1896	....
Memphis and Charleston:						
Tenn. State Loan	1,817,937	6	Jan. & July.	New York.	1890	....
1st Mortgage, Convertible	1,293,000	7	May & Nov.	" "	1880	....
2d Mortgage	1,000,000	7	Jan. & July.	" "	1885	....
Memphis and Little Rock:						
Tenn. State, endorsements	445,000	6	Jan. & July.	New York.	1890	....
Mortgage (road and land)	1,300,000	8	May & Nov.	" "	1890	....
Ark. State Loan	900,000	7	Jan. & July.	" "	1897	....
Michigan Central:						
1st *Mortgage*, sterling	467,489	6*	Jan. & July.	London.	1872	....
1st *Mortgage*, sterling, convertible	500,000	8*	March & Sept.	"	1869	....
1st Mortgage, dollars, convertible	1,294,500	8	" "	New York.	1869	....
1st Mortgage, dollars, convertible	500,000	8	April & Oct.	" "	1882	....
Consol. Sinking Fund Mortgage	4,207,000	8	" "	" "	1882	120
Michigan Southern & North. Ind.:						
1st Mortgage, Sinking Fund	6,728,000	7	May & Nov.	New York.	1885	100
2d Mortgage	2,693,000	7	" "	" "	1877	94½
Detroit, Monroe & Toledo Mort.	924,000	7	Feb. & Aug.	" "	1876	92½
Mifflin and Centre County:						
1st Mortgage	172,500	6	April & Oct.	Philadelphia.	1885	....
Milwaukee & Chicago, (40 miles):						
2d Mortgage, (C. & N. W. R. W)	182,000	7	Jan. & July.	New York.	1874	....
3d Mortgage, (" ")	10,500	7	June & Dec.	" "	1898	....
Milwaukee and St. Paul.						
1st Mortgage—370 miles	5,425,000	7	Jan. & July.	New York.	1893	95
2d Mortgage	1,390,000	7	April & Oct.	" "	1884	85
1st Mortgage (P. du C.)	3,455,000	8	Feb. & Aug.	" "	1898	107
2d Mortgage (P du C.)	736,000	7.3	" "	" "	1898	94
1st Mort. (Iowa and Minn. Div.)	5,785,000	7	Jan. & July.	" "	1897	90
Mississippi Central:						
1st Mortgage	1,350,000	7	May & Nov.	New York.	1873	....
2d Mortgage	1,997,000	8	Feb. & Aug.	" "	1876	....
Mississippi and Tennessee:						
1st Mortgage	600,000	7	April & Oct.	New York.	1876	....
2d Mortgage for $1,300,000	939,000	8	Jan. & July.	" "	1890	....
Mobile and Girard:						
1st Mortgage Bonds	417,500	7	Jan. & July	New York.	1877	....
Mobile and Montgomery:						
1st Mortgage	$1,200,000	8	May & Nov.	New York.	1888	....
Mobile and Ohio:						
1st *Mortgage*, Sterling	4,593,000	6*	May & Nov.	London.	1882	....
1st *Mortgage*, Sterling		8*	" "	Mobile.	1882	77
Tennessee Loans	1,660,800	6	Jan. & July.	New York.	1891	....
Income of '61, '62, '65 and '67	388,900	8	May & Nov.	Mobile.	1867	....
Liquidation (10 year) bonds	556,421	8	" "	New York.	1876	....
Interest bonds	697,900	8	" "	Mobile.	1882	72
Montgomery and Eufala:						
1st Mortgage, endorsed by Ala.	129,000	8	March & Sept.	New York.	1886	....
Montgomery and West Point:						
Income Bonds	100,000	8	Jan. & July.	New York.	1871	....
Income Bonds	306,900	8	" "	" "	1876	....
Mortgage Bonds	719,500	8	" "	" "	1881	....
Morris and Essex:						
1st Mortgage, Sinking Fund	5,000,000	7	May & Nov.	New York.	1915	100½
2d Mortgage	3,000,000	7	Feb. & Aug.	" "	1891	99½
Nashville and Chattanooga:						
1st Mortgage, endorsed by Tenn.	1,569,000	6	Jan. & July.	New York.	1890	....
Tenn. State Loan	150,000	6	" "	" "	1892	....
Tenn. Coupons Funded	426,270	6	" "	" "	1892	....
Nashville and Decatur:						
Tenn. State Loan	2,465,176	6	Jan. & July.	New York.	'90–'92	....
Income Bonds (Tenn. and Ala.)	205,000	10	April & Oct.	Nashville.	1870	....
2d Mortgage	500,000	6	" "	New York.	1887	....
Nashville and Northwestern:						
Tenn. State Loan	2,672,000	6	Jan. & July.	New York.	'88–'94	....
2d Mortgage	792,050	6	" "	" "	'71–'83	....
Naugatuck:						
1st Mortgage, Convertible	166,000	7	Jan. & July.	Bridgeport.	1876	....
Newark and New York:						
1st Mortgage	600,000	7	Jan. & July.	New York.	18—	....
Newburg & New York (Oct.1,'68):						
1st Mortgage	250,000	7	Jan. & July.	New York.	18—	....
New Bedford and Taunton:						
1st Mortgage	174,000	6	Jan. & July.	Boston.	1881	....
New Brunswick and Canada:						
1st *Mortgage*, Sterling £220,000	1,100,000	6*	May & Nov.	London.	1867	....
Newcastle and Beaver Valley:						
1st Mortgage for $150,000	125,000	7	May & Nov.	Philadelphia.	1882	....
2d Mortgage for $100,000	29,500	7	March & Sept.	"	1877	....
New Haven and Darby:						
1st Mortgage	300,000	7	May & Nov.	New York.	1888	....
New Haven and Northampton:						
1st Mortgage	450,000	7	Jan. & July.	New Haven.	1869	....
1st Mort. (Hamps. & Hampd.)	200,000	6	April & Oct.	"	1874	....
New Jersey:						
Company Bonds (var. issues)	850,000	6	Feb. & Aug.	New York.	'75–'87	93
New London Northern:						
1st Mortgage	60,000	7	Jun. & Dec.	New London.	1875	....
1st Mortgage, Extension	370,000	7	March & Sept.	"	1885	....
New Mortgage	230,000	7	April & Oct.	New York.	1888	....
N. Orleans, Jackson & Gt. North.						
1st Mortgage for $3,000,000	2,741,000	8	Jan. & July.	New York.	1886	....
2d Mortgage for $1,500,000	1,157,000	8	April & Oct.	" "	1890	....
N. Orleans, Opelousas & Gt. Wtn:						
1st Mort. construction (80 m.)	1,842,000	8	April & Oct.	New York.	1889	....
2d Mort. (F.) for $1,000,000 (80m.)	.....	8	Jan. & July.	" "	1887	....
New York Central:						
Premium, Sinking Fund Bonds.	5,946,689	6	May & Nov.	New York.	1883	93
Funding, Sinking Fund Bonds	1,514,000	7	Feb. & Aug.	" "	1876	102½
Bonds for B. & N. Falls R.R.Co.	76,000	6	May & Nov.	" "	1883	....
Bonds for railroad stocks	592,000	6	" "	" "	1883	90
Bonds for real estate	162,000	6	" "	" "	1883	87
Bonds and mortgages	58,215	7	various.	" "	var.	....
Convertible bonds	210,000	7	Feb. & Aug.	" "	1876	120
Renewal bonds of 1868	2,900,000	6	June & Dec.	" "	1887	91½
New York and Flushing:						
1st Mortgage	125,000	7	— & —	New York.	18—	....
New York and Harlem:						
1st Mortgage of 1853	3,000,000	7	May & Nov.	New York.	1873	101½
Consolidated mortgage of 1863	1,797,000	7	Feb. & Aug.	" "	1893	....
New York and New Haven:						
1st Mortgage	1,059,500	6	April & Oct.	New York.	1875	99
New York, Providence & Boston:						
1st Mortgage	250,000	6	Feb. & Aug.	New York.	'73–'78	96
Extension Bonds	250,000	6	May & Nov.	" "	1883	....
Norfolk and Petersburg:						
1st Mortgage	110,500	7	Jan. & July.	New York.	1877	....
1st Mortgage	303,000	8	" "	" "	1877	....
2d Mortgage for $300,000	48,000	8	" "	Norfolk.	1872	....
North Eastern:						
1st Mortgage	700,000	7	March & Sept.	Charleston.	1869	....
2d Mortgage for $300,000	145,000	7	" "	"	1868	....
North Missouri:						
1st Mortgage of 1865	6,000,000	7	Jan. & July.	New York.	1895	88½
2d Mortgage of 1868	4,000,000	7	April & Oct.	" "	1888	....
North Pennsylvania:						
1st Mortgage	2,500,000	6	Jan. & July.	Philadelphia.	1880	96
Chattel Mortgage	360,000	10	April & Oct.	"	1887	110
2d Mortgage	276,500	7	— & —	"	18—	90½
North Shore, L. I.:						
1st Mortgage	110,200	7	Jan. & July.	New York.	1887	....
Northern Central:						
1st Mortgage, guaranteed	1,500,000	6	J. A. J. & O.	Baltimore.	Irred.	....
2d Mortgage, Sinking Fund	2,500,000	6	Jan. & July.	"	1885	92½
3d Mortgage, Sinking Fund	1,223,000	6	April & Oct.	"	1900	87
Consol. Mort. for $6,000,000	1,874,000	6*	Jan. & July.	"	1900	98
Northern New Hampshire:						
Company Bonds of 1854	120,600	6	April & Oct.	Boston.	1874	95½
Northern New Jersey:						
1st Mortgage	400,000	7	Jan. & July.	New York.	18—	....
North Western Virginia:						
2d Mortgage (B. & O. R. R. Co.)	458,500	6	Jan. & July.	Baltimore.	1873	96
3d Mortgage (B. & O. R. R. Co.)	140,000	6			1885	91

AMERICAN RAILROAD BOND LIST.

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Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
North Carolina:						
Equipment Bonds of 1857	$339,000	8	March & Sept.	Co.'s shops.	1867	....
New Loan for $800,000	.....	8	" "	"	1887	....
Norwich and Worcester:						
1st Mort. (Mass. Loan) skg fund	400,000	6	Jan. & July.	Boston.	1877	....
Construction bonds	124,500	7	" "	"	1877	....
Steamboat mortgage	45,000	7	Feb. & Aug	"	1870	....
Ogdensburg and Lake Champlain:						
1st Mort. conv. into pref. stock	985,000	7	Jan. & July.	Boston.	1870	100
Equipment Bonds	300,000	8	" "	"	'69–'78	102½
Ohio and Mississippi:						
1st Mortgage, E. Div	2,050,000	7	Jan. & July.	New York.	1872	101
1st Mortgage, W. Div	850,000	7	" "	" "	1872	....
2d Mortgage, W. Div	556,000	7	" "	" "	1874	....
Income, W. Div	221,500	7	April & Oct.	" "	1882	....
Consolidated Mort. for $6,000,000	1,652,000	7	Jan. & July.	" "	1898	90½
Consolidated Mort. sterling	83,420	...	" "	London.	1898	....
Oil Creek and Allegheny River:						
1st Mortgage	3,170,000	7	May & Nov.	Philadelphia.	1897	82
Old Colony and Newport:						
Company Bonds	1,000,000	6	March & Sept.	Boston.	1876	96
Company Bonds	458,000	6	April & Oct.	"	1875	94
Company Bonds	1,388,000	7	Feb. & Aug.	"	1877	103
Orange, Alexandria & Manassas:						
1st Mort. (Alex. to Gordonsville)	400,000	6	May & Nov.	New York.	1873	78
2d Mort. (Charlotte to Lynchb.)	1,130,500	6	Jan. & July.	" "	1875	74½
3d Mort. " "	573,500	8	May & Nov.	Richmond.	1873	85½
4th Mort. " "	331,700	8	March & Sept.	Alexandria.	1880	75
1st Mort. (general)	708,000	7	Jan. & July.	New York.	1882	79½
Va. State Loan	249,962	6	" "	" "	1887	....
Osage Valley:						
1st Mortgage 5-20 years	200,000	10	Jan. & July.	New York.	1888	....
Oswego and Rome:						
1st Mort. guar. by R. W. & O.	500,000	7	May & Nov.	New York.	1916	....
Income	200,000	6	Feb. & Aug.	" "	1891	....
Oswego and Syracuse:						
1st Mortgage	498,500	6	May & Nov.	New York.	'70–'80	....
2d Mortgage	375,000	7	" "	" "	1885	....
Pacific of Mo.:						
Mortgage, construction	1,500,000	7	Jan. & July.	New York.	1880	100
St. Louis Loan	700,000	6	" "	" "	'71–'73	....
1st (new) Mortgage	7,000,000	6*	Feb. & Aug.	New York.	1888	97½
Panama:						
1st *Mortgage*, Sterling	416,000	7*	April & Oct.	London.	1870	....
1st *Mortgage*, Sterling	346,000	7*	" "	"	1875	....
2d *Mortgage*, Sterling	1,150,000	7*	Feb. & Aug.	"	1872	....
Paterson and Newark:						
1st Mortgage guaranteed	500,000	7	Jan. & July.	New York.	1888	....
Pemberton and Hightstown:						
1st Mortgage endorsed	160,000	7	—— & ——	New York.	1877	....
Peninsular (Michigan):						
1st Mortgage for $16,000 per m.	1,800,000	7*	May & Nov.	N. Y. & Lond.	1899	95
Pennsylvania:						
1st Mort. } Harrisb. to Pittsb.	4,972,000	6	Jan. & July.	Philadelphia.	1880	103
2d Mort. } Harrisb. to Pittsb.	2,594,000	6	April & Oct.	"	1875	98½
2d *M.* stg. } Harrisb. to Pittsb.	2,283,840	6	" "	London.	1875	....
General Mortgage	1,545,000	6	J. A. J. & O.	Philadelphia.	1910	96¾
State lien on whole property	6,232,755	5	April & Oct.	Harrisburg.	1890	....
Short Bonds and Debentures	3,520,728	6	J. A. J. & O.	Philadelphia.	'69–'71	....
Pennsylvania and New York:						
1st Mortgage guaranteed	2,697,000	7	—— & ——	Philadelphia.	18—	91¾
Pensacola and Georgia:						
1st Mortgage	1,185,300	7	Jan. & July.	New York.	18—	....
1st Mortgage (Tallahassee R.R.)	206,000	7	" "	" "	18—	....
2d Mortgage	255,000	8	" "	" "	18—	....
Peoria and Bureau Valley:						
1st Mortgage	600,000	8	Jan. & July.	New York.	18—	....
Peoria, Pekin and Jacksonville:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1887	....
Perkiomen:						
1st Mortgage	255,000	6	—— & ——	Philadelphia.	18—	77
Perth Amboy and Woodbridge:						
1st Mortgage, guaranteed	100,000	6	—— & ——	New York.	18—	....
Philadelphia and Baltimore Cent.:						
1st Mortgage	575,000	7	Jan. & July.	Philadelphia.	1876	....
Philadelphia and Erie:						
1st Mortgage (Sunbury & Erie.)	1,000,000	7	April & Oct.	Philadelphia.	1877	101
1st Mortgage (General)	5,000,000	6	" "	"	1881	92¾
2d Mortgage	4,000,000	6	" "	"	1901	85½
3d Mortgage for $3,000,000	600,000	7	Jan. & July.	"	1885	93
Philadelphia, Germant. & Norist.:						
Convertible Loan	116,100	6	Jan. & July.	Philadelphia.	1882	....
Philadelphia and Reading:						
Bonds of 1849	401,600	6	April & Oct.	Philadelphia.	1870	103
Bonds of 1861	106,000	6	Jan. & July.	"	1871	96
Bonds of 1836-43-44-48 and 49	2,497,800	6	" "	"	1880	93
Bonds of 1857, convertible	171,500	6	" "	"	1886	100
Bonds of 1836, Sterling	182,400	5*	" "	London.	1880	....
Bonds of 1836, Sterling, conv.	288,000	7*	" "	"	'72–'77	....
Bonds of 1868 for renewals	477,500	6	April & Oct.	"	1893	83
Mort. bonds of '68, clear of taxes	2,255,000	7	" "	Philadelphia.	1893	105½
Philadelphia and Trenton:						
1st Mort. (Camden & Amboy)	200,000	6	May & Nov.	Philadelphia.	1868	....
Philadelphia, Wilmington & Balt.:						
Mortgage Loan, convertible	385,000	6	Jan. & July.	Philadelphia.	1884	93¾
Bonds of 1866	1,000,000	6	April & Oct.	"	'71–'76	93½
Bonds of 1867	945,000	6	" "	"	1887	....
Pittsburg, Cincinnati & St. Louis:						
1st Mortgage, guaranteed	4,008,000	7	Feb. & Aug.	Philadelphia.	1900	....
Pittsburg and Connellsville:						
1st Mort. (Turtle Creek Div.)	400,000	6	Feb. & Aug.	New York.	1889	....
1st Mort. (new) for $4,000,000	.....	7	Jan. & July.	Baltimore.	1898	92½
Port Huron and Lake Michigan:						
1st Mortgage for $16,000 p.m.	1,800,000	7*	May & Nov.	N. Y. & Lond.	1899	95
Potsdam and Watert. (R. W. & O.)						
1st Mortgage, guaranteed	511,500	7	June & Dec.	New York.	'69–'74	....
Portland and Kennebec:						
1st Mortgage	$230,000	6	April & Oct.	Boston.	1883	....
Consolidated Bonds	300,000	6	" "	"	1895	....
Pittsburg, Ft. Wayne & Chicago:						
1st Mortgage (Series A)	875,000	7	Jan. & July.	New York.	1912	105
1st Mortgage (Series B)	875,000	7	Feb. & Aug.	" "	1912	....
1st Mortgage (Series C)	875,000	7	March & Sept.	" "	1912	....
1st Mortgage (Series D)	875,000	7	April & Oct.	"	1912	....
1st Mortgage (Series E)	875,000	7	May & Nov.	"	1912	....
1st Mortgage (Series F)	875,000	7	June & Dec.	" "	1912	....
2d Mortgage (Series G)	860,000	7	Jan. & July.	" "	1912	100
2d Mortgage (Series H)	860,000	7	Feb. & Aug.	" "	1912	....
2d Mortgage (Series I)	860,000	7	March & Sept.	" "	1912	....
2d Mortgage (Series K)	860,000	7	April & Oct.	" "	1912	....
2d Mortgage (Series L)	860,000	7	May & Nov.	" "	1912	....
2d Mortgage (Series M)	860,000	7	June & Dec.	" "	1912	....
3d Mortgage	2,000,000	7	April & Oct.	" "	1912	94½
Bridge (O. & P. R. R.) bonds	153,000	7	May & Nov.	" "	1876	....
Placerville and Sacramento:						
1st Mortgage	225,000	10	Jan. & July.	San Francisco	1894	....
1st Mortgage	525,000	10*	" "	"	1894	....
Providence, Warren and Bristol:						
1st Mortgage	100,000	8	March & Sept.	Providence.	1872	....
2d Mortgage	50,000	8	June & Dec.	"	1877	....
Quincy and Toledo:						
1st Mortgage	500,000	7	May & Nov.	New York.	1890	83½
Raritan and Delaware Bay:						
1st Mortgage, S. F. (68 m.)	1,000,000	7	March & Sept.	New York.	1888	....
2d Mortgage	250,000	7	" "	" "	1888	....
Equipment Bonds, convertible	296,000	7	" "	" "	1876	....
Reading and Columbia:						
1st Mortgage	650,000	7	March & Sept.	Philadelphia.	1882	....
2d Mortgage	350,000	7	June & Dec.	"	1884	....
Rensselaer and Saratoga:						
1st Mortgage (R. & S.)	150,000	7	Jan. & July.	New York.	1873	....
1st Mortgage (Sar. & Whitehall)	400,000	7	March & Sept.	" "	1886	....
1st Mort. (Troy, Salem & Rutl.)	500,000	7	May & Nov.	" "	1890	76½
2d Mortgage (R. & S.)	450,000	7	Jan. & July.	" "	'80–'87	....
Richmond and Danville:						
Virginia State Loan	600,000	6	Jan. & July.	New York.	'87–'88	....
Bonds guaranteed by Virginia	161,600	6	" "	" "	'75–'76	81
Consolidated, coupon	1,298,000	6	May & Nov.	" "	'75–'90	....
Consolidated, registered	408,500	6	" "	Richmond.	'75–'90	76½
Rich., Fredericksburg & Potomac:						
Company Bonds, sterling	67,778	6*	Jan. & July.	London.	1875	....
Company Bonds, dollar	172,800	7	" "	Richmond.	1875	....
Richmond and Petersburg:						
Company Bonds (coup. & reg.)	130,500	7	June & Dec.	N. Y. & Rich.	1875	....
Company Bonds (coupons)	175,000	8	March & Sept.	Philadelphia.	1870	....
Richmond and York River:						
1st Mortgage	600,000	8	—— & ——	New York.	18—	....
Roanoke Valley (R. & Dan.):						
1st Mortgage	160,800	7	Feb. & Aug.	Richmond.	'69–'76	....
Rockford, R. Island & St. Louis:						
1st *Mortgage*, convertible, S.F. free	9,000,000	7*	Feb. & Aug.	N. Y. & Lond.	1919	96
Rock Island and Peoria:						
1st Mortgage	1,384,000	7	—— & ——	New York.	18—	....
Rome, Watertown & Ogdensb.:						
1st Mortgage, Sinking Fund	571,000	7	June & Dec.	New York.	1891	100
Sinking Fund (Watert. & Rome)	757,500	7	March & Sept.	" "	1880	....
1st Mort. (Potsdam & Watert.)	511,500	7	June & Dec.	" "	'69–'74	....
Rutland and Burlington:						
1st Mort. conv. into pref. stock	1,800,000	7	Feb. & Aug.	Boston.	1863	192
2d Mort. conv. into com. stock	937,500	7	" "	"	1863	60
Sacramento Valley:						
1st *Mortgage*	400,000	10*	Jan. & July.	New York.	1875	....
2d *Mortgage*	329,000	10*	Feb. & Aug.	Sacramento.	1881	....
St. Joseph and Council Bluffs:						
1st Mortgage (in Missouri 80 m.)	1,400,000	10	March & Sept.	Boston.	1893	107½
1st Mortgage (in Iowa 52 m.)	150,000	10	" "	"	1893	....
2d Mortgage (" ")	500,000	7	—— & ——	"	1882	....
St. Louis, Alton and Terre Haute:						
1st Mortgage (Series A)	1,100,000	7	Jan. & July.	New York.	1894	97½
1st Mortgage (Series B)	1,100,000	7	April & Oct.	" "	1894	....
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	" "	1894	85
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	" "	1894	....
2d Mortgage Income (Series E)	1,700,000	7	" "	" "	1894	77¾
St. Louis and Iron Mountain:						
1st Mortgage for $4,000,000	3,000,000	7	Feb. & Aug.	New York.	1892	89½
St. Louis, Jacksonville & Chicago:						
1st Mortgage ($15,000 per mile)	2,365,000	7	April & Oct.	New York.	1884	92½
2d Mortgage ($5,000 per mile)	360,000	7	Jan. & July.	" "	1898	....
St. Louis and St. Joseph:						
1st Mortgage	1,000,000	6*	May & Nov.	New York.	1893	....
St. Louis, Vandalia & T. Haute:						
1st Mortgage, S. F., guaranteed	1,900,000	7	Jan. & July.	New York.	1897	....
2d Mortgage, S. F., guaranteed	2,600,000	7	" "	" "	18—	....
St. Paul and Chicago:						
1st Mort. S.F. guar. for $4,000,000	.....	8	J. A. J. & O.	New York.	1900	....
St. Paul and Pacific 1st Division:						
1st Mortgage (10 miles)	120,000	8	March & Sept.	New York.	1892	....
1st Mort. (70 m.) & 2d M. (10 m.)	700,000	7	Jan. & July.	" "	1892	....
2d Mortgage and Land Grant	1,200,000	7	June & Dec.	" "	1892	....
General Mort., stg. for $780,000	.....	7*	Jan. & July.	London.	18—	....
General Mort., dol. for $2,020,000	.....	7	" "	New York.	18—	....
St. Paul and Sioux City:						
1st Mortgage for $16,000 p. m.	100,000	7	Jan. & July.	New York.	1896	....
Salem and Lowell:						
1st Mortgage	226,900	6	Feb. & Aug.	Boston.	1876	98½
Sandusky, Mansfield and Newark:						
1st Mortgage	1,290,000	7	Jan. & July.	New York.	1875	....
Funded Coupons	860,000	7	" "	" "	1875	....
Savannah and Charleston:						
1st Mortgage $5,000 per mile	500,000	7	Jan. & July.	New York.	1889	5
Schuylkill and Susquehanna:						
1st Mortgage	97,000	6	Jan. & July.	Philadelphia	1873	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Seaboard and Roanoke:						
1st Mortgage	$210,000	7	— & —	New York.	1880	....
Selma and Meridian:						
1st Mortgage	79,873	...	— & —	— & —	.....	....
2d Mortgage	52,000	...	— & —	— & —	.....	....
3d Mortgage	665,000	...	— & —	— & —	.....	....
Selma, Rome and Dalton:						
1st Mort. (Ala. and Tenn. River)	838,500	7	Jan. & July.	New York.	1872	....
2d Mort. (Ala. and Tenn. River)	241,100	8	" "	" "	1864	....
Gen. Mort. (S.R.&D.) free of tax	5,000,000	7	April & Oct.	" "	1887	....
Shamokin Valley and Pottsville:						
1st Mortgage	700,000	7	Feb. & Aug.	Philadelphia.	1872	....
Sheyboygan and Fond Lac:						
1st Mortgage	264,000	7	Feb. & Aug.	New York.	1884	....
Sioux City and Pacific:						
1st Mortgage	1,628,320	7	April & Oct.	New York.	1898	....
2d Mortgage (Gov. subsidy)	1,628,320	6	Jan. & July.	" "	1898	....
Somerset and Kennebec:						
1st Mortgage	300,000	6	June & Dec.	Augusta.	1874	....
2d Mortgage	250,000	6	" "	"	1876	....
Shore Line (N. H. & N. L.:)						
1st Mortgage, reconstruction	55,000	7	March & Sept.	New Haven.	1880	....
South Carolina:						
Sterling Bonds £452,912½	2,612,944	5*	Jan. & July.	London.	'71-'85	....
Sterling Bonds £59,031½	262,366	5*	" "	Charleston.	'71-'85	....
Domestic Bonds	418,010	6	" "	"	'73-'74	....
Domestic Bonds	563,500	7	April & Oct.	"	'69-'72	....
Domestic Bonds	353,500	7	Jan. & July.	"	'88-'91	....
South and North Alabama:						
1st Mort. ($16,000 p.m.) endorsed	.....	8	— & —	New York.	1889	....
South Shore:						
1st Mortgage	150,000	6	April & Oct.	Boston.	1880	90
South Side, Va.:						
2d Mort., guar. by Petersburg	300,000	6	Jan. & July.	Petersburg.	'70-'75	....
3d Mort. (for City Point R. R.)	175,000	6	" "	"	'65-'68	....
4th Mortgage	317,000	6	" "	"	'70-'72	....
Consol. Mortgage	.....	8	" "	New York.	'84-'90	....
South Side, L. I.:						
1st Mortgage	750,000	7	March & Sept.	New York.	1887	....
South Western:						
1st Mortgage	699,500	8	various.	Macon.	'75-'85	....
South West Pacific:						
1st Mort. guar. by Atl. & Pacific	2,000,000	6*	Jan. & July.	New York.	1871	....
Southern Minnesota:						
1st Mort. (10-20 yrs) $20,000 p.m.	.....	8	Jan. & July.	New York.	1888	....
Springfield and Columbus:						
1st Mortgage	150,000	7	Jan. & July.	New York.	1871	....
Staten Island:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1886	....
Sterling Mountain:						
1st Mortgage	350,000	7	— & —	New York.	1874	....
Sullivan:						
1st Mortgage	500,000	6	Jan. & July.	Boston.	1875	....
2d Mortgage	250,000	6	Feb. & Aug.	"	1880	....
Syracuse, Binghamton and N. Y.:						
1st Mortgage	1,720,000	7	April & Oct.	New York.	1876	....
Summit Branch:						
1st Mortgage	528,000	6	— & —	Philadelphia.	1876	86½
Sussex:						
1st Mortgage	200,000	6	— & —	New York.	18—	....
Tioga:						
1st Mortgage	250,500	7	May & Nov.	Philadelphia.	1872	91
Toledo, Peoria and Warsaw:						
1st Mortgage (E. Div.)	1,600,000	7	June & Dec.	New York.	1894	82½
1st Mortgage (W. Div.)	1,800,000	7	Feb. & Aug.	" "	1896	82½
2d Mortgage (W. Div.)	1,300,000	7	April & Oct.	" "	1886	...
Toledo, Wabash and Western:						
1st Mort. (Tol. & Ill., 75 m.)	900,000	7	Feb. & Aug.	New York.	1890	93
1st M.(L.Erie, W.& St.L. 167 m.)	2,500,000	7	" "	" "	1890	...
2d Mort. (Tol. & Wabash 75 m.)	1,000,000	7	May & Nov.	" "	1878	33
2d Mort. (Wab. & West. 167 m.)	1,500,000	7	" "	" "	1871	...
Equipm't Bonds (T. & W. 75m.)	600,000	7	" "	" "	1883	77
Consol. M. (T.,W. & W. 499 m.)	2,332,000	7	F. M. A. & N.	" "	1907	82½
Troy and Boston:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1887	....
2d Mortgage	300,000	7	April & Oct.	" "	1885	....
3d Mortgage	650,000	7	May & Nov.	" "	1875	....
Convertible Bonds	325,000	7	March & Sept.	" "	1882	....
Troy Union:						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	New York.	1873	....
2d Mortgage, guaranteed	360,000	6	" "	" "	1878	...
Union Pacific:						
1st Mortgage, free	27,237,000	6*	Jan. & July.	N.Y.&Boston	'95-'99	87½
2d Mortgage (Gov. subsidy)	27,951,000	6	" "	" "	'95-'99	....
Land Grant bonds for 16,000,000	7,864,000	7	April & Oct.	N.Y.&Boston	'87-'89	77
Income bonds	8,163,000	10	Mar. & Sept.	Boston.	'72-'74	87½
Union Pacific—Central Branch:						
1st Mortgage	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage (Gov. subsidy)	1,600,000	6	Jan. & July.	" "	1895	....
Union Pacific—Eastern Division:						
1st Mortgage on 140 miles	2,240,000	6*	Feb. & Aug.	New York.	1895	....
1st Mortgage on 254 miles	4,063,000	6*	June & Dec.	" "	1896	....
2d Mortgage (Gov. subsidy)	6,303,000	6	Jan. & June.	" "	'95-'97	....
1st Mort. (Leavenworth Br.)	600,000	7	May & Nov.	" "	1896	....
Land Grant Mort. for $500,000	361,000	7	March & Sept.	" "	'71-'76	....
Income bonds $10,000 p. m.	4,275,350	7	June 1, '71.	" "	1916	....
Vermont Central:						
1st Mortgage	3,000,000	7	June & Dec.	Boston.	1886	86½
2d Mortgage	1,500,000	7	" "	Philadelphia.	1891	43½
Equip. Loan (Vt.C. & Vt.& Ca.)	1,000,000	8	May & Nov.	Boston.	'77-'89	...
Vermont and Massachusetts:						
1st Mortgage	550,000	6	Jan. & July.	Boston.	1883	92½
Vermont Valley:						
1st Mortgage	386,000	7	April & Oct.	New York.	1860	....
1st Mortgage	114,000	6	" "	Boston.	1860	....
2d Mortgage	293,200	7	"	New York.	1859	....
Vicksburg and Meridian:						
Consolidated Mort.—1st class	$722,500	7	Apr.&Oct or Jan.&Jul.	Philadelphia.	1890	....
" " 2d class	850,000	7		"	1890	....
" " 3d class	154,000	7		"	1890	....
" " 4th class	1,263,000	7		"	1890	....
Virginia and Tennessee:						
1st Mortgage	494,000	6	June & Dec.	New York.	1872	79
2d Mortgage	23,500	6	" "	" "	1868	74½
3d Mortgage (Enlarged)	990,000	6	" "	" "	1884	66½
Income Bonds	138,500	6	" "	" "	1865	....
Funding Bonds ($1,000,000)	736,000	8	" "	" "	1890	84½
Warren:						
1st Mortgage, guaranteed	511,400	7	Feb. & Aug.	New York.	1875	....
Warwick Valley:						
1st Mortgage	85,000	7	April & Oct.	New York.	1880	....
Western Alabama:						
1st Mortgage, guar.	500,000	7	April & Oct.	New York.	1888	....
West Wisconsin:						
1st Mort. Land Grant, stg. conv	1,000,000	7	Jan. & July.	London.	1884	....
West Chester and Philadelphia:						
1st Mortgage, convertible	400,000	7	Jan. & July.	Philadelphia.	1873	95
2d Mortgage, registered	1,000,000	8	April & Oct.	"	1878	....
West Jersey:						
Loan of 1883 for $400,000	400,000	6	March & Sept.	Philadelphia.	1883	92½
Loan of 1896 for $1,000,000	983,500	6	Jan. & July.	"	1896	....
Western (Boston and Albany).						
Sterling Loans, £899,900	2,051,520	5*	April & Oct.	London.	'69-'71	....
Dollar Bonds	798,000	6	" "	Boston.	1875	96
Western Maryland:						
1st Mortgage, endorsed by Balt.	200,000	6	Jan. & July.	Baltimore.	1890	92½
1st Mortgage unendorsed	400,000	6	" "	"	1890	80
2d Mort. for $300,000, end. by B.	300,000	6	" "	"	1890	90
2d M. for $300,000, end. by W.Co.	300,000	6	" "	"	1890	85
Western Pennsylvania:						
1st Mortgage, guaranteed	1,800,000	6	April & Oct.	Philadelphia.	1883	81
Western Union:						
1st Mortgage for $5,000,000	4,000,000	7	Feb. & Aug.	New York.	1896	....
Whitehall and Plattsburg:						
1st Mortgage	250,000	7	Jan. & July.	New York.	1873	....
Wicomico and Pocomoke:						
1st Mortgage	150,000	6	Jan. & July.	Philadelphia.	1888	....
Wilm., Charlotte & Rutherford:						
N. Car. State Loan	2,320,000	6	Jan. & July.	New York.	'90-'92	....
1st Mortgage guar. by State	.....	8	" "	" "	1897	64½
Wilmington and Manchester:						
1st Mortgage, 1st pref.	725,000	7	June & Dec.	New York.	1886	....
2d Mortgage, 2d pref.	146,000	7	" "	" "	1886	....
1st Mortgage, 3d pref.	528,000	7	" "	" "	1886	....
2d Mortgage	80,000	7	May & Nov.	" "	1873	....
Wilmington and Weldon:						
1st Mortgage, Sterling	576,888	6*	Jan. & July.	London.	1881	....
2d Mortgage, Sterling	197,777	7*	May & Nov.	"	1886	....
Sinking Fund Mortgage	508,000	7	Jan. & July.	New York.	1896	93
York and Cumberland (N. Cent.)						
1st Mortgage	175,000	6	May & Nov.	Baltimore.	1870	88
3d Mortgage	500,000	6	" "	"	1877	....
CANAL BONDS.						
Chesapeake and Delaware:						
1st Mortgage	2,254,000	7	Jan. & July.	Philadelphia.	1882	94½
Chesapeake and Ohio:						
State (Md.) Loan	2,000,000	6	J. A. J. & O.	Baltimore.	1870	91
Sterling, guaranteed	4,375,000	5*	" "	London.	1890	...
Preferred Bonds	1,699,500	6	Jan. & July.	Baltimore.	1885	....
Delaware Division:						
1st Mortgage	800,000	6	Jan. & July.	Philadelphia.	1878	82
Delaware and Hudson:						
1st Mortgage	531,000	7	March & Sept.	New York.	1870	....
1st Mortgage (new)	1,500,000	7	May & Nov.	" "	1877	....
Delaware and Raritan (See Camden and Amboy R. R.)						
Erie of Pennsylvania:						
1st Mortgage	673,798	7	Jan. & July.	Philadelphia.	1865	....
Interest Bonds	161,960	7	" "	"	18—	....
Illinois and Michigan:						
Ill. State bonds, sterling, coupon	767,222	6*	April & Oct.	London.	1870	....
Ill. State bonds, sterling, reg.	500,967	6*	" "	"	1870	....
Ill. State bonds, stg. coup. & reg.	32,700	6*	" "	New York.	1870	....
Ill. State b'ds, cur., coup. & reg.	35,400	6	Jan. & July.	" "	1870	....
Lehigh Coal and Navigation:						
1st Loan	384,162	6	J. A. J. & O.	Philadelphia.	1870	....
2d Loan	5,606,122	6	" "	"	1884	86
3d Loan	2,000,000	6	" "	"	1897	...
Gold Loan	5,000,000	6*	June & Dec.	"	1897	89½
Convertible Loan	1,201,850	6	" "	"	1877	80½
Monongahela Navigation:						
1st Mortgage	125,000	6	Jan. & July.	Pittsburg.	1887	....
2d Mortgage	57,000	6	" "	"	18—	....
Morris (and Banking):						
1st Mortgage	465,500	6	April & Oct.	Jersey City.	1876	85
2d Mortgage	302,750	6	" "	"	1876	75
Boat Loan	232,087	6	" "	"	1885	76
North Branch:						
1st Mortgage	590,000	6	May & Nov.	Philadelphia.	1876	....
Schuylkill Navigation:						
1st Mortgage	1,764,550	6*	March & Sept.	Philadelphia.	1872	85
2d Mortgage	3,980,670	6	Jan. & July.	"	1882	76
Improvement Loan	1,601,670	6	May & Nov.	"	1876	72
Susquehanna and Tide Water:						
Md. State Loan, sterling	1,060,000	6	Jan. & July.	London.	1885	....
Coupon Bonds	1,250,000	6	" "	Baltimore.	1878	45
Preferred Interest Bonds	325,000	6	" "	"	1894	....
Union (Pa.):						
1st Mortgage	3,000,000	6	May & Nov.	Philadelphia.	1883	3
West Branch and Susquehanna:						
1st Mortgage, sinking fund	750,000	6	Jan. & July.	Philadelphia.	1878	....
Wyoming Valley:						
1st Mortgage	600,000	6	Jan. & July.	Philadelphia.	1878	72½

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An *asterisk* (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad: Main Line.	Railroad: Branch Lines.	Railroad: 2d Track and Sidings.	Railroad: Railroad in progress.	Rolling Stock: Engines.	Rolling Stock: Cars. Pass.	Rolling Stock: Cars. B. M. E.	Rolling Stock: Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Property and Assets. Rolling Stock.	Property and Assets. Assets	Accounts and Cash.	Liabilities. Stocks.	Liabilities. Bonds.	Liabilities. Accounts.	Liabilities. Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Operations. Carried one mile. Passengers.	Operations. Carried one mile. Freight.	Earnings. Gross.	Earnings. Net.	Dividends.	Value of Shares. Par.	Value of Shares. Market.
	M.	M.	M.	M.						$	$	lands, &c.	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c
Sept. 30 1868	25.0	—	0.4	157.0	1	—	—	6	Adirondac ..... New York.	2,079,058	*			4,183,000	915,000	418,711		25.0	15,972	10,719	8,439	20,900	loss 177	—	100	....
Jun. 30, 1869	70.0	—	—	23.0	—	—	—	—	Alabama and Chattanooga.... New York.									70.0						—	100	....
Sept. 30, 1868	125.0	—	11.2	15.0	17	15	7	182	Albany and Susquehanna ¶ ... New York.	5,839,598	547,857			1,861,393	2,802,000	560,000	401,830	120.0	291,226	7,081,364	4,250,199	535,823	227,819	—	100	....
Jan. 31, 1869	132.0	—	12.0	48.0	12	10	6	102	Allegheny Valley ..... Pennsylvania.	8,042,793	*			2,241,250	4,000,000	1,801,543		132.0		362,803	570,186	946,405	446,907	—	50	....
Jun. 30, 1868	26.5	5.0	4.9	—	7	6	4	110	Androscoggin ..... Maine.	800,000	*			201,000	195,000			68.0	120,113	67,700	49,527	185,226	75,428	—	100	....
Nov. 30, 1868	23.0	—	1.8	—	—	—	—	—	Ashuelot ..... New Hampshire.	506,000				117,052	1,232,200	47,000			(Leased	to Cheshire.)			7,000	—	100	....
Jun. 30, 1868	86.7	—	8.2	—	17	6	7	86	Atlanta and West Point ..... Alabama.	1,200,230	*		53,417		27,798,923	29,999,901	6,613	86.7				351,071	111,667	8	100	95
Oct. 31, 1868	387.3	38.2	90.0	—	156	92	37	3,370	Atlantic and Great West. N.Y. Penn. & O.	58,812,853	*		50,000		3,691,200	1,981,581	1,049,166	505.7		666,824	1,746,527	4,846,048	1,857,266	—	50	....
Dec. 31, 1868	237.0	48.0	13.6	—	20	14	16	206	Atlantic and Gulf ¶ ..... Georgia.	5,784,189	*					170,130		285.0		43,640		603,059	155,975	—	100	79½
May 31, 1867	94.9	—	7.7	—	9	6	2	62	Atlantic and North Carolina ¶. N. Carolina.					2,494,900	3,483,992			94.9				1,026,488	95,979	4	100	....
Dec. 31, 1868	149.0	1.5	25.0	—	45	17	7	541	Atlantic and St. Lawrence. Me., N.H. & Vt.	7,654,197	*			194,225	20,000			150.5				1,089,749	206,554	4	100	....
Sept. 30, 1868	15.5	—	0.5	—	2	3	1	4	Avon, Geneseo and Mount Morris .. N. Y.	198,094	17,715	1,489	5,832	16,267,862	8,751,750	214	8,668		20,032			29,391	12,598	4	100	....
Sept. 30, 1869	379.6	8.0	329.0	—	315	149	136	5,153	Baltimore and Ohio ¶. .... Md. & W. Va.	24,186,268	5,026,461	16,190,943	711,871	1,650,000	20,000	734,255	20,361,676	379.6	6,640,721	40,624	3,651	8,724,916	2,968,809	8	100	140½
Sept. 30, 1869	30.0	—	....						Washington Branch ¶ ..... Maryland.	1,650,000		377,661					357,661	30.0	418,895			415,924	277,508	10	100	125
Sept. 30, 1869	103.5	—	....						Parkersburg Branch ..... W. Virginia.									103.5	691,644			536,033	L158,572	—	100	25
Dec. 31, 1868	48.0	—	5.0	195.0	9	2	1	541	*Bay de Noquet and Marquette*.... Michigan.	800,000	295,397	957,940	29,891	1,500,000	250,000	262,235	50,993	45.0	131,811	56,342	314,803			—	100	....
Dec. 31, 1868	67.0	—	8.0	—	21	20	6	720	Belvidere Delaware ..... New Jersey.	3,914,896	*			996,150	2,244,500	824,293		67.0	301,303	284,116	326,244	631,858	191,895	—	100	....
Jun. 30, 1868	54.0	—	5.5	—	4	3	3	40	Bennington and Rutland ..... Vermont.	1,125,000	*			332,000	700,000			59.5		41,362	37,758	125,440	131,045	—	100	....
Nov. 30, 1869	21.2	—	1.9	—	—	—	—	80	Berkshire ..... Massachusetts.	500,000	100,000			600,000			600,000						42,000	7	100	82
Sept. 30, 1868	15.6	—	5.4	—	—	—	—	—	Blossburg and Corning ..... New York.	582,346				250,000					(Leased	to Fall Br	ook Coal	Co.)		7	100	....
Nov. 30, 1869	200.6	49.6	319.9	—	159	114	37	2,762	Boston and Albany .... Mass. & N. York.	17,719,195	2,597,837			16,411,600	2,873,020	1,235,000	1,752,774	269.6	3,203,392	95,678,232	158,579,177	6,796,056	2,918,129	10	100	153
Nov. 30, 1869	42.9	....	6.7	—	8	12	6	132	Boston, Clinton and Fitchburg ..... Mass.	1,073,622	274,636		34,607	872,600	648,000	104.954	31,651	42.9	145,239	3,203,639	1,998,561	218,787	35,024	—	100	62½
Mar. 31, 1868	93.5	—	6.7	—	15	12	8	223	Boston, Concord and Montreal ..... N. H.	2,850,000	*	366,916	96,454	1,800,000	1,050,000	42,011	421,359	114.3		7,340,040	3,471,366	486,675	150,949	—	100	75½
Nov. 30, 1869	297.7	—	24.3	....	48	84	27	528	Bos., Hart. and Erie ¶. M., R.I., Ct. & N.Y.	28,148,405	628,603	21,373,900	12,600	25,000,000	21,200,000	7,349,164		97.5	460,741	14,038,169	6,015,251	640,007	175,725	—	100	5
Nov. 30, 1869	26.8	1.9	45.0	—	29	35	17	533	Boston and Lowell ..... Mass.	2,469,955	183,345	67,229	526,457	2,195,000	275,000	104,674	593,468	61.0	525,362	18,587,217	12,330,812	1,071,881	247,195	8	100	135½
Nov. 30, 1869	74.4	8.5	56.7	—	45	75	23	1,026	Boston and Maine ..... Mass., N. H. & Me.	4,379,295	716,719	273,629	102,051	4,471,274		217,437	1,000,420	146.1	992,000	51,248,678	16,163,410	1,871,339	549,949	10	100	150½
Nov. 30, 1869	57.5	7.7	52.0	—	32	50	12	312	Boston and Providence ..... Mass. & R. I.	3,152,600	207,400	464,989	176,145	3,360,000			410,615	63.9	510,444	29,963,489	13,021,748	1,280,361	403,681	10	100	143½
Sept. 30, 1868	26.0	—	2.0	....					Buff., Bradford and Pittsb.. Penn. & N. Y.	2,866,000				2,268,000	580,000										100	....
Oct. 31, 1868	42.3	—	1.0	—	6	5	2	23	Buff., Corry and Pittsb.... N. Y. & Penn.	1,431.460	*			428,717	700,000	376,234		43.2	26,326	69,088	94,196	223,040	59,559	—	100	....
Sept. 30, 1868	88.0	—	40.0	—	42	22	15	946	Buffalo and Erie ..... New York.	6,718,800	*			6,000,000	3,700,000			88.0	879,051	450,949	762,914	2,222,805	514,068	9	100	....
Dec. 31, 1868	161.2	2.1	8.7	—					Buffalo and Lake Huron ..... Canada.	8,000,780	*											171,645			100	....
Sept. 30, 1868	142.0	—	13.0	—	28	32	9	428	Buffalo, New York and Erie.. New York.	3,396,088	*			950,000	2,389,000									7	100	....
Sept. 30, 1868	16.0	—	1.0	101.0	2	1	1	16	Buffalo and Washington ... Penn. & N. Y.	485,350	*			428,473		49,900		11.0	9,096	25,508	11,677	21,987		—	100	....
Dec. 31, 1868	—	—	—	330.0					Burl., Cedar Rapids and Minnesota. Iowa.															—	100	....
Dec. 31, 1868	180.0	—	....	100.0	18	12	7	506	*Burlington and Missouri River* ..... Iowa.	3,675,000	*			1,516,455	2,158,545			180.0				841,653	411,226	—	100	87½
Dec. 31, 1868	61.2	31.1	100.0	—	128	193	40	1,090	Camden and Amboy ..... New Jersey.	11,221,696	*	8,775,984		9,999,969	9,865,645		728,431	165.0				7,830,525	2,527,438	10	100	119⅝
Dec. 31, 1868	60.2	—	4.1	—	9	36	4	88	Camden and Atlantic ..... New Jersey.	2,062,102	*			1,109,406	990,000	75,179		60.2				325,041	134,345	—	100	15
Dec. 31, 1868	23.0	7.1	2.3	—	8	15	2	67	Camden and Burlington Co.. New Jersey.	710,962				331,525	335,000	44,437						34,940	34,940	3	100	....
Nov. 30, 1869	64.8	1.0	3.0	—	3	12	—	—	Cape Cod ..... Mass.	1,277,499	123,864	64,258	28,051	801,906	125,000	78,489	8,214	65.8	118,012	4,786,714	1,418,821	250,517	97,729	8½	100	70½
Dec. 31, 1868	41.2	—	....	—	6	3	2	418	Cape May and Millville ..... New Jersey.	701,034	*			447,000					(Leased	to West J	ersey.)			6	50	88
Oct. 31, 1868	20.0	4.0	6.0	—	21	9	4	485	Catasauqua and Fogelsville ..... Penn.	708,322	*	21,600		402,875		271,233	55,214	24.0	86,388	10,924	234,975	125,059	98,562	6	25	....
Oct. 31, 1868	65.0	2.5	5.0	—					Catawissa ..... Penn.	3,774,000	*			3,359,500	371,000			67.5	257,968		356,554	540,543	141,001	5	50	28
Sept. 30, 1868	34.6	—	....	—					Cayuga and Susquehanna ..... New York.	589,110				589,110					(Leased	to Dela., L.	and W.)	54,000	54,000	9	100	....
Dec. 31, 1868	44.0	—	....	37.0	—	—	—	—	Cedar Falls and Minnesota ..... Iowa.	3,402,000				1,701,000	1,701,000				(Leased	to Illinois	Central.)			—	100	....
Dec. 31, 1868	271.6	—	....	—	—	—	—	—	*Cedar Rapids and Missouri River*... Iowa.	11,131,000				7,545,000	3,586,000				(Leased	to Chic. a	nd N. W.)	419,848	419,848	—	100	....
Nov. 30 1868	190.6	—	25.8	—	49	34	41	638	Central of Georgia ..... Georgia.	4,472,000	*	859,922	416,392	4,666,800	786,000	45,829	176,351	282.0		95,006		2,008,721	724,656	12	100	122
Dec 31, 1868	64.0	10.0	76.0	—	107	104	15	1,698	Central of New Jersey ..... New Jersey.	18,034,675	*	*		15,000,000	3,034,675			89.0				3,729,412	1,350,220	10	100	109½
Jun. 30, 1868	137.1	—	23.2	—	44	20	25	1,253	Central Ohio ..... Ohio.	5,511,209	*			3,000,000	2,500,000	11,209		137.1		229,560	204,630	1,025,545	Loss.	6	100	24½
Dec. 31, 1868	695.0	—	....	52.0	108	11	10	1,694	Central Pacific ..... California.	60,000,000	*		1,992,150	8,000,000	54,034,000			200.0				2,300,767	1,457,601	—	100	....
Dec. 31, 1868	100.0	—	....	—	—	—	—	—	Central Br., Union Pacific R.R.... Kansas.	4,800,000	*			1,000,000	3,200,000			100.0						—	100	....
Sept 30, 1868	103.5	—	....	—	10	9	4	80	Charleston and Savannah... S. Car. & Ga.	1,505,000	*			1,500,000	334,000	505,000	220,445	60.7		7,800			47,068		100	....
Dec. 31, 1868	109.6	—	8.9	—	13	9	7	99	Charlotte and S. Carolina... N. C. & S. C.	2,000,000	*	103,000	15,340	380,000		128,750	55,590	109.6					Loss.	—	100	....
Sept. 30, 1868	17.4	—	12.5	—	—	—	—	—	Chemung ..... New York.	400,000	*			391,222	261,600			—	(Leased	to Erie.)				—	100	....
Aug. 31, 1867	40.0	—	....	—	—	—	—	—	Cheraw and Darlington ..... S. Carolina.					2,085,925	791,500			40.0				30,000	30,000	6	100	....
Nov. 30, 1869	53.6	—	13.0	—	24	18	7	364	Cheshire ..... New Hampshire.	2,367,041	322,266	157,000	269,089	871,900	500,000	420,000	109,496	53.6	495,525	4,733,511	15 801,755	61,013	14,145	—	100	....
Oct. 31, 1868	21.5	—	1.5	—	—	—	—	—	Chester Valley ..... Pennsylvania.	1,371,900				7,567,200	3,902,000	586,067	984,667	431.0	2,137,581	to Phila. a	nd Read.)	713,526	51,338	5	100	....
Dec. 31 1868	243.0	—	29.8	—	97	42	20	1,938	Chicago and Alton ..... Illinois.	11,433,523	*	1,002,962	603,449	13,825,025	4,794,250	1,842,836	1,537,013	442.0	3,185,680	45,470,104	146,499,422	6,812,809	3,145,287	10	100	118
Apr 30, 1869	370.0	60.0	200.0	—	135	49	38	2,943	Chicago, Burlington and Quincy.. Illinois.	15,745,050	3,850 219	1,989,710	414,155	1,500,000	1,000,000			73.0						—	100	160
Dec 31, 1868	73.0	—	....	30.0	7	4	3	93	Chicago, Cincinnati and Louisville ... Ind.	2,500,000	*			3,916,300	942,600				(Leased	to Chic. a	nd N. W.)	631,782	631,782	10	100	125½
Dec. 31, 1868	81.3	—	....						Chicago, Iowa and Nebraska ..... Iowa.	4,859,900				31,249,259	17,290,400	317,065	1,914,655	1,156.0	2,515,073	627,595	806,788	13,941,343	4,881,189	10	100	85
May 31, 1869	803.1	—	166.8	—	255	155	109	5,511	Chicago and N. West'n. Ill., Wis. & Mich.	48,753,801	*	2 017,578		14,000,000	8,801,000	177,565	1,597,244	526.0				5,231,980	2,708,049	10	100	122½
Mar. 31, 1869	498.0	50.0	62 7	—	107	49	23	2,508	Chicago, Rock Island & Pacific. Ill. & Iowa.	22,444,242	*	81,551	1,990,016	500,000	500,000				431,581						100	....
May 31, 1869				26.0					Chillicothe and Brunswick					155,000	465,000				598,654	672,834	497,466	679,999	157,123	13s	100	....
Jun. 30, 1867		Less	ees	of S	an.	&	Ci	n.	Cincinnati, Dayton and Eastern ..... Ohio	620,000	*			3,500,000	2,004,000	214,385	70,456	191.0	(Leased	to Ind., Ci	n.and Laf.	1,332,894	519,975	8	100	75
Mar. 31, 1868	60.1	—	61.4	—	34	30	16	437	Cincinnati, Hamilton and Dayton... Ohio.	5,284,817	*	830,456	401,078	500,000	2,000,000		408,847	60.1	(Leased	to Kentuc	ky Centra	l.)	25,000	10	100	....
Dec. 31, 1868	20.5	6.7	4.3	—					Cincinnati and Indiana ..... Ohio & Ind.	2,500,000				1,000,000					(Leased	to Ind., Ci	n.and Laf.		58	—	100	....
Dec. 31, 1868	13.0	—	0.5	—					Cin., Lexington and E. Tennessee ..... Ky.	1,000,000				3,003,450	2,250,000	370,634		—				54,000	54,000	—	100	....
un. 30, 1868	98.0	25.0	3.4	—	14	12	5	180	Cin. and Indianapolis Junction.. O. & Ind.	5,624,084	*			400,000	400,000			113.0				183,305	29,896	—	100	....
Dec. 31, 1868	40.0	—	2.6	—					Cincinnati and Martinsville ..... Indiana.	800,000				374,100	560,000	15,258		42.0				355,954	17,675	—	100	....
Mar. 31, 1868	42.0	—	2.6	—					Cin., Richmond and Chicago. Ohio & Ind.	818,233	120,458	700	9,973	1,669,361	1,300,000			132.1	253,046	107,571	93,877					
Jun. 30, 1868	132.1	—	9 0	—	15	11	6	259	Cincinnati and Zanesville ..... Ohio.	2,969,361	*															

Dec. 31, 1868	340.6	49.9	70.8	—	83	47	22	1,315	Cleveland, Col. Cin. & Ind...Ohio & Ind.	11,936,146	*	1,774,845	539,456	11,620,000	2,022,000	365,845	242,602	390.3	2,177,407	546,377	628,356	2,962,614	834,449	7	100	81
Dec. 31, 1868	67.8	12.4	59.6	—	—	—	—	—	Cleveland and Mahoning .....Ohio.	3,320,327	—	296,300	—	2,056,750	1,652,100	—	—	—	(Leased	to Atl. &	Gt. Weste	rn.)	.....	8	100	....
Nov. 30, 1868	101.0	102.8	45.3	—	67	37	44	1,337	Cleveland and Pittsburg....Ohio & Penn.	10,432,683	*	150,976	497,358	5,971,160	4,209,489	470,369	439,999	229.8	1,616,216	613,471	979,862	2,493,214	937,788	6	50	109¾
Dec. 31, 1868	112.7	43.9	25.3	—	40	39	15	867	Cleveland and Toledo .....Ohio.	6,959,077	1,232,517	—	—	6,250,000	3,149,000	—	—	—	(	Leased to	Lake Sho	re.)		7	100	93
Feb. 28, 1869	588.0	12.0	58.8	—	125	70	25	1,800	Col., Chic. & Ind. Cent...Ohio, Ind & Ill	29,184,000	*	.....	.....	11,620,000	17,764,000	.....	.....	(Le	ased to	Pittsburg	Cincinnati	and St. L	ouis.)	—	100	21¾
Mar. 30, 1868	54.7	—	12.8	—	—	—	—	—	Columbus and Xenia.....Ohio.	1,464,078	—	655,530	81,105	1,786,200	248,000	80,667	85,846	—	(Ope	rated by	Little Mi	ami.)		8	50	....
Mar. 31, 1868	35.0	7.0	10.0	—	29	27	10	434	Concord.....New Hampshire.	1,500,000	*	.....	.....	1,500,000	—	—	161,970	81.0	533,695	403,574	421,629	826,634	346,495	10	50	150
Mar. 31, 1868	27.0	—	2.24	—	2	4	—	55	Concord and Claremont. New Hampshire.	698,258	*	—	—	595,587	374,500	.....	.....	27.0	45,081	40,999	23,704	74,706	27,542	—	100	....
Mar. 31, 1869	58.0	—	3 1	—	—	—	—	—	Concord and Portsmouth..N.Hampshire.	35 0,000	*	—	—	350,000	—	—	—	—	(L	eased to	Concord,)			7	100	....
May 31, 1869	110.3	—	9.8	—	13	11	7	327	Connecticut and Passump. Riv..Vermont.	2,996,181	*	137,420	27,890	2,084,200	795,000	212,562	68,929	110.3	190,409	3,747,271	4,799,290	529,347	192,184	6	100	120
Nov. 30, 1869	50.0	3.4	12.6	—	16	19	8	233	Connecticut River .....Massachusetts.	1,842,423	201,499	109,086	249,400	1,700,000	250,000	—	216,147	53.4	366,976	8,923,930	6,780,348	649,196	202,840	10	100	87
Oct. 31, 1868	6.8	—	95.3	—	—	—	—	—	Connecting (Phila.).....Pennsylvania.	2,178,300	—	.....	.....	100,000	1,000,000	1,178,300	—	—	(Leased	to Phila.	& Trent.)			—	50	138¾
Mar. 31, 1868	14.6	—	1.1	—	...	...	...	...	Contoocook River .....New Hampshire.	257,000	—	.....	.....	200,000	30,000	.....	—	14.6	21.710	15,047	8,826	39,337	14,823	—	100	....
Dec. 31, 1868	34.0	—	10.0	—	21	5	1	420	Cumberland and Pennsylvania. Maryland.	3,300,000	*	.....	.....	1,500,000	1,674,000	.....	—	34.0	248,299	67,635	1,246,515	523,329	163,178	—	50	....
Sept. 30, 1868	74.0	—	9.7	—	16	14	6	227	Cumberland Valley.....Penn. & Md.	1,498,237	*	96,071	312,155	1,316,900	352,400	63,957	143,207	74.0	242,146	261,134	231,518	564,513	279,745	8	50	110
Dec. 31, 1868	23.8	—	3.0	—	5	6	2	60	Danbury and Norwalk .....Connecticut.	435,538	*	26,000	44,586	400,000	100,000	.....	6,124	23.8	69,630	.....	.....	170,672	51,024	10	100	....
Apr. 30, 1869	—	—	—	117.5	—	—	—	—	Danv., Urbana, Bloomingt'n & Pekin..Ill.	5,000,000	*	—	—	3,000,000	2,000,000	.....	.....	—	(U	nder cons	truction.)	.....	.....	—	100	....
Mar. 31, 1868	141.4	—	15.1	—	21	4	4	351	Dayton and Michigan .....Ohio.	5,749,101	508,266	36,000	210,846	2,362,341	3,423,500	660,700	—	141.4	.....	.....	.....	965,853	273,497	—	100	....
Jun. 30, 1868	31.8	—	1.9	—	4	4	3	56	Dayton and Union .....Ohio.	599,684	*	.....	.....	76,000	527,449	12,768	.....	31.8	76,128	72,188	60,571	118,420	17,479	—	100	....
Nov. 30, 1868	36.0	—	2.8	—	—	—	—	—	Dayton and Western.....Ohio.	1,087,779	—	.....	.....	309,276	738,000	.....	—	42.0	.....	.....	.....	139,355	loss.	—	100	....
Dec. 31, 1868	84.5	28.0	6.3	—	—	—	—	—	Delaware.....Delaware.	1,826,018	*	.....	.....	891,206	892,750	.....	.....	112.5	.....	.....	.....	354,270	61,942	6	100	....
Oct. 31, 1868	113.0	—	....	—	98	15	8	3,754	Delaware, Lack. and Western.....Penn.	11,021,259	2,967,617	.....	.....	14,100,600	3,683,000	1,008,162	—	253.4	2,054,957	191,888	2,128,512	3,743,107	1,794,648	13⅜	50	111¼
Dec. 31, 1868	162.0	—	10.0	—	19	10	10	376	Des Moines Valley.....Iowa.	.....	—	.....	.....	1,820,000	2,892,000	.....	—	168.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1868	189.0	—	18.5	—	34	30	23	520	Detroit and Milwaukee.....Michigan.	9,698,548	*	.....	.....	2,547,350	6,925,048	27,923	103,429	189.0	600,913	438,394	287,729	1,718,694	704,458	—	100	....
Mar. 31, 1868	28.5	—	1.1	—	3	3	3	85	Dover and Winnipissogee....New Hamp.	825,199	*	—	—	480,000	—	—	—	—	(Leased	to Boston	& Maine.)	29,000	29,000	3	100	....
Dec. 31, 1868	143.5	—	6.1	—	—	—	—	—	*Dubuque and Sioux City*.....Iowa.	5,257,043	*	107,393	64,767	3,662,123	960,000	653,956	153,124	(L	eased to	Illinois Ce	ntral.)	973,186	.....	4s	100	106½
Dec. 31, 1868	56.0	—	2.0	—	4	2	2	67	Dubuque South Western.....Iowa.	1,384,312	*	.....	.....	680,372	550,000	377	.....	79.0	.....	.....	.....	176,217	.....	—	100	....
Sept 30, 1868	—	—	—	41.0	—	—	—	—	Dunkirk, Warren & Pittsburg...N. York.	365,000	.....	.....	.....	280,000	.....	.....	.....	—	(I	n progres	s.)			—	100	....
Sept. 30, 1868	10.0	—	—	65.0	—	—	—	—	Dutchess and Columbia Counties...N. Y.	.....	—	.....	.....	500,000	1,000,000	.....	.....	—	.....	.....	.....	(In progr	ess.)	—	100	....
Oct. 31, 1868	17.5	—	0.3	—	—	—	—	—	East Brandywine and Waynesb....Penn.	259,800	—	.....	.....	124,800	140,000	2,000	—	—	(Leased	to Pennsy	lvania.)	.....	.....	—	50	....
Nov. 30, 1869	44.1	53.4	23.0	—	45	75	25	724	Eastern ¶.....Massachusetts.	5,734,862	847,314	654,386	382,402	4,037,800	2,900,400	450,200	198,222	144.4	959,318	57,357,609	8,896,106	1,675,238	529,914	8	100	124¼
Dec. 31, 1868	38.5	—	1 8	—	—	—	—	—	Eastern Shore ¶.....Maryland.	850,000	—	.....	.....	280,000	570,000	.....	—	—	(Leased	to Phila.,	Wil. & Ba	lt.)	.....	—	100	....
Oct. 31, 1868	7.5	—	3.5	—	—	—	—	—	East Mahanoy .....Pennsylvania.	391,604	—	.....	.....	392,550	—	.....	—	—	(Leased	to Phila.	& Readin	g.)	.....	6	50	....
Oct. 31, 1868	36.0	—	9.8	—	14	8	5	125	East Pennsylvania.....Pennsylvania.	1,589,847	.....	.....	.....	654,600	576,900	.....	—	36.0	244,880	293,720	481,273	565,168	191,033	—	50	84
Jun. 30, 1868	110.8	30.0	8.2	—	19	13	4	185	East Tennessee and Georgia ¶.Tenn. & G.	3,530,492	*	40,410	255,124	1,319,996	2,385,770	141,339	.....	140.8	.....	.....	.....	512,864	60,969	—	100	....
Jun. 30, 1868	130.0	—	7.0	—	20	14	5	206	East Tennessee and Virginia ¶.....Tenn.	.....	.....	.....	.....	.....	.....	.....	.....	130.0	350,378	82,393	71,288	537,691	133,709	—	100	....
Oct. 31, 1868	47.0	—	....	—	5	4	1	58	Edgefield and Kentucky ¶.....Tenn.	.....	.....	.....	.....	.....	.....	.....	(Oper. by	Evan	sville, H	enderson	& Nashv.)	82,923	8,095	—	100	....
Sept. 30, 1868	46.8	—	2.9	—	—	—	—	—	Elmira, Jefferson and Canandaigua. N. Y.	500,000	—	.....	.....	500,000	—	.....	—	—	(Leased	to Northe	rn Centra	l.)	25,000	5	100	....
Oct. 31, 1868	78.0	—	14.5	—	—	—	—	—	Elmira and Williamsport..Penn. & N. Y.	2,620,000	.....	.....	.....	1,000,000	1,620,000	.....	—	—	(Leased	to Northe	rn Centra	l.)	165,000	5	50	60
Sept. 30, 1868	460.0	96.0	389.6	—	371	187	300	5,856	Erie.....New Jersey, N. York & Pa.	56,486,606	*	2,276,118	18 506,705	46,302,210	23,398,800	6,745,809	84,707	816.2	6,882,970	2,194,348	3,908,243	14,376,872	3,244,583	—	100	22¼
Oct. 31, 1868	81.6	2.0	14.0	—	19	11	3	30	Erie and Pittsburg.....Pennsylvania.	2,094,388	806,184	.....	.....	962,900	2,459,132	62,103	.....	90.6	400,545	147,041	434,005	636,916	245,369	—	50	....
Dec. 31, 1868	35.0	—	2.2	75.0	...	...	...	...	European and North American ¶..Maine.	.....	.....	.....	.....	.....	.....	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Jun. 30, 1868	108.0	—	13.5	....	14	19	6	178	European and N. American ¶.N. Brunsw.	4,644,903	*	112,472	24,889	4,761,978	.....	.....	20,268	108.0	182,212	171,453	63,456	166,758	35,072	—	100	....
Aug. 30, 1868	109.0	23.0	10.3	....	15	11	5	200	Evansville and Crawfordsville...Indiana.	2,402,734	358,321	.....	14,334	1,144,010	1,240,000	52,365	377,044	132.0	261,697	.....	.....	453,186	117,920	—	100	....
Dec. 31, 1868	63.0	—	2.0	35.0	8	6	3	145	Evansville, Henderson and Nashville.Ky.	.....	.....	.....	.....	.....	.....	.....	.....	64.0	.....	.....	.....	.....	.....	—	100	....
Nov. 30, 1869	5.8	—	....	—	—	—	—	—	Fall River, Warren and Providence..R. I.	330,089	—	21,759	208	150,000	238,450	17,000	—	5.8	10,881	398,465	.....	29,687	6,815	—	100	....
Oct. 31, 1868	12.7	—	0.4	—	—	—	—	—	Fayette County.....Pennsylvania.	130,000	—	.....	.....	107,400	—	.....	—	—	(Leased	to Pittsbu	rg and Co	nnellsvill	e.)	7.6	50	....
Nov. 30, 1869	51.0	42.8	80 3	—	32	40	11	521	Fitchburg .....Massachusetts.	3,189,851	350,149	256,425	306,374	3,540,000	—	.....	547,050	93.8	614,525	22,134,414	16,941,140	1,290,594	341,880	8	100	137¼
Dec. 31, 1868	12.0	—	....	—	—	—	—	—	Flemington.....New Jersey.	375,000	—	.....	.....	150,000	100,000	125,000	—	—	(Leased	to Belvide	re Delaw	are.)		—	100	....
Dec. 31, 1868	78.0	—	2.0	....	14	13	6	168	*Flint and Pere Marquette*.....Michigan.	.....	*	.....	.....	1,098,600	1,520,500	.....	.....	90.0	.....	245,424	119,182	381,984	189,578	—	100	....
Dec. 31, 1868	154.0	—	3.5	—	7	—	—	75	*Florida*.....Florida.	3,000,000	*	.....	.....	3,000,000	—	.....	.....	154.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1868	45.2	—	....	—	4	—	—	34	*Florida and Alabama*.....Florida.	1,300,000	*	.....	.....	.....	.....	.....	.....	12.5	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1868	60.0	—	....	—	—	—	—	—	*Florida, Atlantic and Gulf Central*.Florida.	.....	.....	.....	.....	.....	.....	.....	.....	60.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1868	—	—	....	96.0	—	—	—	—	Ft. Wayne, Jack. & Saginaw..Ill. & Mich.	.....	.....	.....	.....	1,000,000	1,500,000	.....	.....	—	(In pr	ogress.)		.....	.....	—	100	....
Dec. 31, 1868	11.5	5.5	1.0	—	2	3	9	12	Freehold & Jamesburg Agricultural..N.J.	329,305	*	.....	.....	230,845	—	97,000	.....	17.0	36,930	67,586	44,055	53,493	14,361	—	100	....
Dec. 31, 1868	50.3	1 7	....	—	7	8	2	91	Galveston, Houston & Henderson.Texas.	.....	—	.....	.....	.....	575,000	.....	.....	52.0	.....	.....	.....	.....	.....	—	100	....
Mar. 31, 1868	171.0	61.0	....	—	42	23	10	442	Georgia.....Georgia.	4,156,000	*	1,405,820	308,897	4,156,000	389,500	194,688	1,130,529	233.0	657,607	.....	.....	1,003,724	491,889	6½	100	109
Dec. 31, 1868	20.0	—	....	330.0	...	...	...	...	*Grand Rapids and Indiana*.....Indiana.	642,000	*	.....	.....	475,000	167,000	.....	.....	20.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1868	61.0	—	—	30.0	—	—	—	—	Grand River Valley.....Michigan.	.....	.....	.....	.....	1,000,000	1,000,000	.....	.....	61.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1868	884.0	523.0	....	—	323	219	85	4,094	Grand Trunk ¶.....Canada.	92,798,500	*	.....	.....	14,367,950	78,430,550	.....	.....	1,831.0	5,479,787	1,424,254	1,063,144	7,014,800	1,800,572	—	100	....
July 31, 1868	229.0	105.5	....	—	99	125	30	1,413	Great Western ¶.....Canada.	25,662,970	*	2,095,000	8,490	17,394,695	8,917,940	.....	608,825	334.5	2,344,814	732,416	.....	3,792,310	1,781,667	3½	100	....
Sept. 30 1868	143.3	21.0	4.5	—	27	14	2	59	Greenville and Columbia ¶ ...S. Carolina.	3,081,213	*	80,495	.....	1,510,374	1,737,500	200,000	.....	164.3	122,712	39,149	.....	320,138	128,055	—	100	....
Aug. 31, 1868	206.0	69.0	20.0	—	54	27	14	601	*Hannibal and St. Joseph* ¶.....Missouri.	.....	.....	.....	.....	7,600,000	9,760,000	.....	.....	271 0	.....	.....	.....	2,184,167	.....	—	100	120
Oct. 31, 1868	36.0	18.0	20.6	—	—	—	—	—	Harrisburg and Lancaster..Pennsylvania.	1,882,550	*	—	.....	1,182,550	700,000	—	22,441	—	(Leased	to Pennsy	lvania.)	133,284	133,284	7	50	112½
Nov. 30, 1869	61.4	14.1	70.3	—	31	29	...	518	Hartford and New Haven....Connecticut.	3,407,285	*	.....	.....	3,300,000	927,000	.....	.....	74.5	613,585	140,926	18,558,582	1,861,682	548,219	14	100	173½
Jan. 31, 1868	122.4	—	15.4	77.6	22	24	15	306	Hartford, Prov. and Fishkill.Conn. & R. I.	4,395,285	456,449	361,606	.....	2,037,939	2,055,000	.....	.....	122.4	273,153	851,826	182,894	766,351	122,688	—	100	....
Dec. 31, 1868	74.0	—	8.0	—	12	14	6	253	Housatonic .....Connecticut.	2,105,558	*	285,095	123,332	2 000,000	291,000	121,023	101,962	119.8	.....	.....	.....	581,983	211,545	—	100	....
Sept. 30, 1868	130.0	—	6.5	....	15	9	7	200	Houston and Texas Central ¶.....Texas.	4,600,000	*	.....	.....	2,000,000	2,600,000	140,000	.....	135.0	.....	.....	.....	897,617	528,297	—	100	....
Dec. 31, 1868	50.0	—	....	....	2	3	1	16	Houston Tap and Brazoria.....Texas.	.....	.....	.....	.....	.....	.....	.....	.....	50.0	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1868	144.0	—	170.6	—	82	159	36	1,059	Hudson River.....New York.	16,669,382	2,516,607	19,484	.....	13,932,700	6,074,960	1,167	.....	150.0	1,870,180	2,626,303	716,263	5,674,215	1,780,896	8	100	....
Oct. 31, 1868	44.0	14.7	12.0	—	13	3	3	57	Huntingdon and Broad Top Mt....Penn.	2,201,675	*	.....	.....	689,380	1,810,045	.....	.....	58.7	152,874	27,812	296,895	219,211	80,051	—	50	....
Dec. 31, 1869	703.0	—	100.0	—	177	100	41	4,214	*Illinois Central* .....Illinois.	32,785,264	*	9,721,836	1,691,280	25,278,710	8,018,170	10,901,506	.....	970.9	5,414,403	53,306,016	253,336,118	8,823,482	3,652,516	10	100	141½
Dec. 31, 1868	—	—	—	72.0	—	—	—	—	Indianapolis and St. Louis.....Indiana.	.....	.....	.....	(Is no	w operat	ing Terre	Haute,	Alton &	St. Lo	uis R.	R.)	.....	.....	.....	—	100	....
Dec. 31, 1868	159.0	—	18.0	—	54	51	16	900	Indianapolis, Cin. and Lafayette.Indiana.	8,269,134	1,586,339	4,456,485	106,746	6,185,897	8,232,807	.....	—	302.5	.....	.....	.....	.....	.....	—	50	32
Dec. 31, 1868	75.0	—	....	—	12	10	6	280	Indianapolis, Peru and Chicago..Indiana.	.....	.....	.....	.....	.....	.....	.....	—	75.0	237,250	.....	.....	.....	.....	—	100	....
Dec. 31, 1868	—	—	—	225.0	—	—	—	—	Iowa & Missouri State Line..Iowa & Mo.	.....	.....	.....	.....	.....	.....	.....	—	.....	.....	.....	.....	.....	.....	—	100	....
Jun. 30, 1868	13.0	—	....	....	4	2	—	64	Iron .....Ohio.	314,897	*	.....	.....	132,411	35,000	26,399	—	13.0	23,000	31,778	68,378	64,610	8,944	—	100	....
Oct. 31, 1868	11.0	—	2.0	—	2	—	—	—	Ironton.....Pennsylvania.	250,000	18,000	300,000	.....	400,000	150,000	.....	.....	11.0	.....	.....	129,013	37,322	2,107	—	50	....
Dec. 31, 1868	116.0	—	10.0	....	10	10	4	152	*Jackson, Lansing and Saginaw*..Michigan.	2,598,023	*	15,000	72,030	515,465	1,895,000	143,196	131,393	116.0	.....	.....	.....	391,849	212,727	—	100	....
Dec. 31, 1868	108.0	52.0	13.1	—	37	28	15	521	Jeffersonville, Madison and Ind..Indiana.	6,027,342	*	975,101	282,491	2,000,000	3,120,000	732,290	1,432,644	225.0	695,819	.....	.....	1,063,524	264,955	—	100	67
Dec. 31, 1868	37.0	—	....	—	—	—	—	—	Joliet and Chicago.....Illinois.	2,000,000	—	.....	.....	1,500,000	500,000	.....	—	—	(Leased	to Chicag	o and Alt	on.)	152,927	7	100	91
Dec 31, 1868	45.0	—	....	—	—	—	—	—	Joliet and Northern Indiana...Ill. & Ind.	1,100,000	—	.....	.....	300,000	800,000	.....	—	—	(Leased	to Michig	an Centra	l.)		8	100	....
Oct. 31, 1868	4.6	—	4.6	0.8	—	—	—	—	Junction (Phila.).....Pennsylvania.	892,751	—	.....	.....	180,250	800,000	.....	—	4.6	12,736	179,720	1,008,270	79,033	41,937	—	100	....
Dec. 31, 1868	99.0	—	11.0	—	18	12	6	276	Kentucky Central.....Kentucky.	.....	.....	.....	.....	.....	1,159,000	.....	.....	99.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1868	25.0	—	....	18.0	3	5	2	50	Keokuk and St. Paul.....Iowa.	750,000	*	.....	.....	250,000	500,000	.....	.....	25.0	(Owned	by Chic	ago Burlin	gton & Q	uincy.)	—	100	....
Dec. 31, 1868	18.0	—	—	53.0	—	—	—	8	Knoxville and Charleston ¶...Tennessee.	.....	.....	.....	.....	.....	.....	.....	.....	16.0	.....	.....	.....	.....	.....	—	100	....
Dec 31, 1868	31.0	—	113	34.0	2	5	1	20	Knoxville and Kentucky ¶....Tennessee.	.....	.....	.....	.....	.....	.....	.....	.....	31.0	.....	.....	.....	.....	.....	—	100	....
Oct. 31, 1868	80.0	—	35.0	—	20	6	3	1,497	Lackawanna and Bloomsburg.....Penn.	3,231,358	521,772	.....	.....	1,335,000	2,248,090	68,616	.....	80.0	532,181	.....	.....	842,567	302,868	—	50	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Property and Assets. Rolling Stock.	Property and Assets. Assets.	Accounts and Cash.	Liabilities. Stocks.	Liabilities. Bonds.	Liabilities. Accounts.	Liabilities. Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Operations. Carried one mile. Passengers.	Operations. Carried one mile. Freight.	Earnings. Gross.	Earnings. Net.	Dividends.	Value of Shares. Par.	Value of Shares. Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
un. 30, 1868	37.0	—	2.0	116.0	3	2	1	25	Lake Erie and Louisville ....Ohio & Ind.	1,000,000	*	700,000	.....	1,211,700	500,000	9,000	—	37.0	29,000	22,757	.....	46,085	1,076	—	100	....
Jun. 30, 1868	95.5	—	55.0	—	84	68	31	2,063	Lake Shore (C. P. & A.)...Pa. and Ohio.	4,008,536	986,337	.....	.....	8,947,650	2,500,000	.....	.....	252.1	2,400,864	.....	.....	5,003,618	1,819,046	7	100	....
Jun. 30, 1869	470.8	141.3	126.6	—	185	162	53	3,635	Lake Shore and Michigan Southern.....	O.	M. I. &	Ill.(Lake	Shore	& Mich.	Southern	consolid	ated.)	619.3	.....	.....	.....	.....	.....	—	109	99⅝
Oct. 31, 1868	105.0	48.0	16.0	—	53	13	8	3,133	Lehigh and Susquehanna...Pennsylvania.	10,875,097	2,695,500	.....	.....	(See Le	high Coa	l and Na	vigation	.)	153.0	918,774	.....	.....	1,027,418	325,468	—	50	....
Nov. 30, 1868	101.0	198.5	183.2	—	117	22	11	4,970	Lehigh Valley.....Pennsylvania.	13,348,779	4,193,059	.....	.....	16,058,150	3,328,500	963,620	.....	199.5	1,748,791	11,132,673	28,412,376	4,270,650	1,769,356	10	50	116
Nov. 30, 1869	6.6	—	0.6	—	2	5	2	10	Lexington and Arlington..Massachusetts.	230,758	32,950	750	.....	241,200	—	42,600	—	6.6	25,980	880,705	33,823	42,109	4,277	—	100	....
Dec. 31, 1868	12.0	0.8	....	—	2	2	—	137	Lexington and Big Sandy .....Kentucky.	.....	.....	.....	.....	.....	.....	.....	.....	12.8	.....	.....	.....	.....	.....	—	—	....
Jun. 30, 1869	29.0	—	2.7	—	—	—	—	—	Lexington and Frankfort.....Kentucky.	654,265	*	25,007	3,045	514,766	25,000	113,595	29,006	—	(Operat	ed by Lou	isv., Cinc.	and Lex.)	28,439	6	100	....
Jun. 30, 1868	84.2	—	46.0	—	—	—	—	—	Little Miami.....Ohio.	3,775,757	.....	.....	.....	3,572,400	1,589,000	.....	.....	—	(Op	erated by	L. M. and	Col. & X	enia.)	8	100	62
Jun. 30, 1868	15.3	—	1.4	—	45	40	24	723	Little Miami and Col. & Xenia (Joint).O.	412,580	951,515	.....	.....	.....	.....	.....	.....	196.2	.....	29,979,605	.....	1,898,814	157,524	—	—	....
Oct. 31, 1868	28.3	3.0	16.6	—	—	—	—	—	Little Schuylkill .....Pennsylvania.	1,466,283	—	.....	.....	2,646,100	807,500	.....	.....	—	(Leased	to Phila. a	nd Read.)	.....	.....	4	50	86½
Dec. 31, 1868	9.0	—	....	—	2	10	—	—	Long Branch and Sea-Shore.New Jersey.	182,680	.....	.....	.....	223,440	.....	.....	.....	9.0	.....	.....	.....	55,463	13,371	—	100	....
Sept. 30, 1868	94.6	25.0	10.5	—	25	41	9	247	Long Island.....New York.	4,694,503	401,311	.....	.....	3,000,000	825,000	75,000	—	123.0	420,176	18,592,514	9,557,800	683,330	11,706	—	50	62
Jun. 30, 1869	9.4	81.0	9.2	—	26	22	14	473	Louisville, Cincinnati and Lexington.Ky.	4,576,896	*	72,825	33,540	848,315	2,628,000	1,051,519	155,517	175.0	315,181	6,705,055	4,381,111	563,872	162,756	9	100	....
Jun. 30, 1869	65.0	—	6.5	—	—	—	—	—	Louisville and Frankfort.....Kentucky.	1,532,645	*	85,420	4,080	1,109,594	262,519	8,776	241,255	—	(Leas	ed by Lou	isv., Cinc.	and Lex.)	74,079	6	100	62
Jun. 30, 1868	185.0	163.2	33.7	25.8	66	45	23	745	Louisville and Nashville...Ky. and Tenn.	11,771,844	*	1,499,372	721,050	8,238,597	3,269,140	407,711	1,996,818	561.3	923,471	21,410,247	29,321,009	2,228,609	919,094	6	100	70¾
Nov. 30, 1869	12.4	—	2.3	—	2	3	1	20	Lowell and Lawrence.....Massachusetts.	332,883	30,275	.....	3,675	200,000	67,700	1,523	2,152	—	.....	.....	.....	.....	21,786	6	100	....
Oct. 31, 1868	21.0	—	6.0	—	3	—	3	—	Lykens Valley.....Pennsylvania.	600,000	*	.....	.....	600,000	.....	.....	.....	—	(Leased	to Summi	t Branch.)	.....	63,380	10	50	....
Dec. 31, 1868	50.0	—	....	124.0	6	3	—	53	Macon and Brunswick ¶.....Georgia.	864.710	196,641	.....	.....	1,315,597	275,000	.....	.....	59.0	.....	.....	(11 mos.)	94,046	288	—	100	....
Nov. 30, 1867	102.5	—	10.0	—	17	8	8	208	Macon and Western.....Georgia.	1,500,000	*	98,501	103,016	1,500,000	—	46,726	154,791	102.5	264,015	.....	.....	484,374	150,219	11	100	135
Dec. 31, 1868	—	—	—	300.0	—	—	—	—	*McGregor and Sioux City*.....Iowa.	.....	.....	.....	.....	.....	.....	.....	.....	—	.....	(In p	rogress 66	miles.)	.....	—	100	....
Jun. 30, 1868	34.2	—	7.0	—	—	—	—	—	McMinnville and Manchester.¶.Tennessee.	825,000	.....	.....	.....	.....	851,360	138,055	.....	—	.....	(In ha	nds of rec	eiver.)	.....	—	100	....
Oct. 31, 1868	12.5	25.1	38.9	—	—	—	—	—	Mahanoy and Broad Mountain.....Penn.	2,088,244	—	.....	.....	1,874,465	250,000	180,000	.....	—	(Leased	to Phila. a	nd Readin	g.)	.....	—	50	....
Dec. 31, 1868	109.8	—	8.2	26.0	14	21	7	273	Maine Central ¶.....Maine.	4,121,694	*	156,475	59,457	1,611,500	2,432,080	16,099	277,956	109.8	214,512	.....	.....	544,950	213,444	—	100	30
Mar. 31, 1868	22.4	—	....	—	...	...	...	....	Manchester and Lawrence..N. H. & Mass	1,000,000	*	.....	.....	1,000,000	—	—	46,599	26.0	.....	.....	.....	142,796	102,550	10	100	133
Mar. 31, 1868	19.0	—	....	—	—	—	—	—	Manchester and North Weare..N. Hamp.	600,000	—	.....	.....	200,000	—	—	—	—	(Ow	ned by Co	ncord.)	.....	.....	—	100	....
Dec. 31, 1868	190.8	86.0	22.6	—	52	21	13	645	Marietta and Cincinnati.....Ohio.	19,578,894	*	913,753	932,323	14,620,866	6,324,342	479,761	—	284.3	1,190,600	.....	.....	1,288,097	170,470	—	50	....
Dec. 31, 1868	32.0	—	....	22.0	...	...	...	....	Maryland and Delaware ¶...Md. and Del.	.....	.....	.....	.....	.....	.....	.....	.....	.....	(Operat	ed by con	tractors.)	.....	.....	—	100	....
Jun. 30, 1868	272.0	19.0	24.2	—	55	24	23	606	Memphis and Charles.Tenn., Miss. & Ala.	7,661,618	*	1,636,709	578,030	5,312,725	3,888,530	330,286	344,806	328.0	751,942	.....	.....	1,174,914	344,806	—	100	50
Jun. 30, 1868	82.6	—	6.1	—	—	—	—	—	Memphis, Clarkesv. and Louisv. ¶..Tenn.	3,037,069	—	.....	.....	.....	2,275,356	310,329	—	—	(Oper. b	y L. & N.	4½ mos.)	79,422	Loss.	—	100	....
Jun. 30, 1868	130.6	—	8.3	—	—	—	—	—	Memphis and Ohio ¶.....Tennessee.	3,500,000	(Oper.	by L. &	Nashv.)	1,074,289	2,925,110	463,538	—	130.6	313,874	.....	.....	514,376	64,343	—	100	....
May 31, 1869	284.8	—	39.1	—	100	85	27	1,809	Michigan Central.....Mich., Ind. & Ill.	15,951,936	*	847,814	351,871	11,197,348	5,153,489	752	800,034	329.3	2,394,934	.....	.....	4,716,293	1,681,848	10	100	125¼
Feb. 28, 1869	468.4	48.6	70.6	—	101	94	22	1,576	Mich. South. and North. Ind.O., M., I. & I.	17,840,227	3,058,607	587,027	627,192	12,125,600	8,876,580	247,141	863,732	595.5	2,667,191	65,165,897	126,931,971	5,024,108	2,046,036	8	100	....
Sept 30, 1868	13.0	—	1.0	—	—	—	—	—	Middletown, Union and Water Gap.N.Y.	344,870	—	.....	.....	108,502	212,300	38,886	—	—	(Oper.	by Erie 5	mos.)	11,263	461	—	100	....
Dec. 31, 1868	6.6	—	....	—	—	—	—	—	Millstone and New Brunswick.N. Jersey.	109,918	—	.....	.....	95,750	—	14,168	—	6.6	.....	.....	.....	14,660	3,547	—	100	....
Dec. 31, 1869	196.0	740.0	....	—	124	73	41	2,229	Milwaukee and St. Paul .....Wisconsin.	35,370,772	*	.....	.....	17,409,372	17,132,500	.....	.....	936.0	.....	.....	.....	7,250,668	3,020,786	14s	100	....
Oct. 31, 1868	24.5	58.8	52.3	—	33	—	—	98	Mine Hill and Schuylkill Haven....Penn.	3,775,000	*	—	—	3,775,000	—	—	.....	—	(Leased	to Phila. a	nd Readin	g.)	302,048	8	50	68½
Dec. 31, 1868	33.0	10.0	1.0	—	4	3	2	40	Mineral Point.....Wisconsin.	1,250,000	*	—	—	1,200,000	320,000	—	—	43.0	.....	.....	.....	102,119	.....	—	100	....
Aug. 31, 1868	236.0	—	13.0	—	26	17	9	257	Mississ. Cent. and Tenn. ¶.Miss. & Tenn.	6,796,319	778,381	.....	.....	2,944,756	4,550,980	.....	.....	236.0	367,976	.....	.....	729,355	114,348	—	100	108
Sept. 30, 1868	99.2	—	4.7	—	14	10	4	93	Mississippi and Tennessee ¶.Miss. & Tenn.	2,011,197	185,833	240,857	—	825,407	2,005,800	505,792	150,334	99.2	172,210	.....	.....	293,171	116,844	—	100	....
May 31, 1868	63.5	—	4.0	164.5	6	4	2	67	*Mobile and Girard*.....Alabama.	1,620,978	*	.....	.....	1,220,034	417,500	15,590	—	63.5	.....	.....	.....	149,876	39,606	—	100	....
Dec. 31, 1868	472.0	14.5	....	—	71	32	10	945	*Mobile and Ohio*..Ala., Miss., Tenn. & Ky.	17,150,167	*	213,392	13,469	4,332,634	8,165,239	1,164,706	5,510,665	486.5	1,070,496	.....	.....	1,850,601	600,049	—	100	....
Jan. 31, 1868	22.0	—	1.3	58.0	3	2	—	24	Montgomery and Eufala.....Alabama.	641,785	73,990	6,633	44,459	384,738	129,000	236,828	15,301	22.0	.....	.....	(9 mos.)	17,921	15,302	—	100	....
Feb. 29, 1868	88.5	28.4	....	97.2	21	13	8	163	Montgomery and West Point ..Alabama.	2,444,766	350,667	288,652	33,477	1,644,224	1,183,900	289,438	—	116.9	172,918	.....	.....	411,714	143,722	—	100	32
Dec. 31, 1868	84.0	5.0	63.7	—	55	62	11	1,509	Morris and Essex .....New Jersey.	9,576,875	*	.....	.....	4,823,500	8,500,500	1,076,375	.....	89.0	.....	.....	.....	1,539,009	382,410	7	100	91
Nov. 30, 1869	14.6	—	3.0	—	13	15	8	240	Nashua and Lowell....N. Hamp. & Mass.	624,300	113,406	—	89,375	720,000	—	15,000	89,375	28.7	236,052	8,350,778	5,539,930	472,574	93,814	10	100	140¼
Jun. 30, 1868	151.0	22.0	10.0	—	51	18	4	548	Nashville and Chattanooga ¶..Tennessee.	3,828,580	*	.....	.....	1,976,434	1,964,000	.....	.....	173.0	.....	.....	.....	960,489	283,015	—	100	....
Sept. 30, 1868	120.0	12.5	8.0	—	23	9	4	172	Nashville and Decatur ¶...Tenn. and Ala.	3,612,351	437,283	1,603,962	12,363	1,501,244	3,217,301	712,158	230,254	132.5	322,136	.....	.....	444,162	125,023	—	100	....
Dec. 31, 1868	172.5	—	4.7	—	20	4	2	193	Nashville and Northwestern¶.Tenn. & Ky.	4,600,555	*	.....	—	1,157,736	3,464,050	.....	.....	—	(Operat	ed by Loui	sville & N	ashville.)	.....	—	100	....
Dec. 31, 1868	57.0	....	8.4	—	10	11	4	215	Naugatuck .....Connecticut.	2,026,700	*	87,238	—	1,818,900	166,000	30,270	242,152	57.0	.....	.....	.....	512,313	171,453	4	100	117¼
Nov. 30, 1869	20.1	1.6	1.4	—	6	12	7	91	New Bedford and Taunton.....Mass.	452,982	47,018	6,095	8,996	500,000	172,500	—	119,163	21.7	74,993	3,408,946	770,715	204,930	56,206	8	100	104
Dec. 31, 1868	88.0	30.0	12.1	—	9	8	8	184	New Brunswick and Canada ¶ .N. Bruns.	2,500,000	*	.....	.....	.....	927,000	.....	.....	118.0	825,488	933,063	4,334,936	103,348	40,232	—	100	....
Oct. 31, 1868	14.9	—	2.6	—	—	—	—	—	Newcastle and Beaver Valley.....Penn.	421,007	4,000	.....	.....	266,667	154,500	3,000	.....	—	(Leased	to Pbg. F.	Wayne &	Chicago.)	.....	12	100	....
Oct. 31, 1868	6.0	—	....	—	—	—	—	—	Newcastle and Frenchtown....Delaware.	680,824	*	68,642	—	744,520	—	—	—	6.0	(Owned	& oper. b	y Phil., W	. and B.)	13,294	—	50	....
Nov. 30, 1869	83.9	16.2	6.0	—	14	15	5	195	New Haven and Northamp.Conn. & Mass.	3,399,577	*	.....	.....	1,500,000	1,000,000	259,431	.....	98.0	141,306	2,428,898	3,122,943	245,796	88,995	—	100	....
Dec. 31, 1868	33.9	....	—	—	37	70	15	231	New Jersey.....New Jersey.	7,341,278	*	.....	.....	6,250,000	850,000	.....	.....	47.5	(In	cluded in	United Co	mpanies)	.....	10	100	119
Nov. 30, 1869	100.0	—	10.0	—	15	13	8	219	New London Northern..Conn. and Mass.	1,486,023	*	23,641	5,500	1,003,500	651,500	37,500	.....	100.0	321,738	5,741,442	6,008,886	419,620	80,210	4	100	....
Nov. 30, 1868	206.0	—	....	—	25	26	6	463	N. Orleans, Jack. and Gt. North.¶.L. & M.	7,912,607	*	.....	.....	4,742,158	3,897,000	.....	.....	206.0	.....	.....	.....	1,242,660	539,493	—	100	5½
Dec. 31, 1868	62.0	—	....	—	5	4	—	31	New Orleans and Ohio.....Kentucky.	.....	.....	.....	.....	.....	.....	.....	.....	62.0	.....	.....	.....	.....	.....	—	100	....
Dec 31, 1868	80.2	2.8	9.6	238.0	10	9	2	137	*N. Orleans, Opelousas & Gt. Western* ¶..La.	.....	.....	.....	.....	4,093,425	1,882,600	642,107	—	80.2	137,698	2,999,132	.....	378,198	118,326	—	100	46
Sept. 30, 1868	297.7	296.0	455.4	—	292	297	95	5,468	New York Central .....New York.	36,607,697	*	8,402,473	2,926,844	28,780,000	11,458,904	1,067,193	6,030,913	692.2	6,212,439	201,629,512	366,199,679	14,381,303	5,143,140	8	100	....
Sept. 30, 1868	8.0	—	1.0	—	3	8	3	1	New York and Flushing.....	245,000	*	.....	.....	120,000	125,000	.....	.....	8.0	52,224	3,963,000	.....	114,558	.....	—	100	....
Sept. 30, 1868	5.1	—	....	34.7	...	...	...	....	N. Y., Housatonic & North.N.Y. & Conn.	248,304	*	.....	.....	197,800	—	53,952	.....	—	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1868	130.7	2.1	45.5	—	41	81	40	723	New York and Harlem.....New York.	11,395,195	1,702,855	.....	.....	7,000,000	5,086,325	34,500	.....	132.9	746,220	29,632,027	15,852,537	2,756,232	983,545	8	100	144½
Mar. 31, 1869	62.3	—	63.8	—	37	88	24	450	New York and New Haven.N.Y. & Conn.	6,143,480	900,000	1,087,117	114,677	6,000,000	1,061,500	300,246	883,528	62.2	838,173	69,247,430	6,736,230	2,163,875	840,929	10	100	159
Sept. 30, 1868	—	—	—	24.0	—	—	—	—	New York and Oswego Midland....N.Y.	.....	.....	.....	.....	454,309	.....	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Aug. 31, 1868	62.0	13.0	....	—	16	17	5	128	N. Y., Providence and Boston..C. & R. I.	2,568,000	*	518,650	.....	2,000,000	600,000	.....	.....	62.0	.....	.....	.....	463,464	361,017	—	100	87
Sept. 30, 1868	98.5	—	3.7	—	—	—	—	—	Niagara Bridge and Canandaigua.N. York.	1,000,000	—	.....	.....	1,000,000	—	—	.....	—	(Leased	to New Y	ork Centr	al.)	60,000	6	100	....
Sept. 30, 1868	81.0	4.0	....	—	7	13	2	71	Norfolk and Petersburg ¶.....Virginia.	2,399,180	*	.....	.....	1,798,800	599,091	217,863	.....	81.0	159,745	1,070,085	4,906,461	240,628	61,130	—	100	80
May 31. 1868	223.0	8.9	....	—	24	18	13	315	North Carolina ¶.....North Carolina.	4,950,606	*	294,611	67 653	4,000,000	433,000	147,045	732,835	—	.....	.....	.....	533.859	25,323	—	100	....
Feb. 28 1869	102.0	—	....	—	12	12	5	110	North-Eastern ¶ .....South Carolina.	2,148,131	*	26,175	23,701	1,053,950	845,000	276,937	23,120	102.0	.....	.....	.....	254,164	108,725	—	100	....

Dec. 31, 1868	72.0	—	3.0	118.0	—	—	—	—	North Louisiana and Texas.....La				(In pro	gress.)											—	100	
Dec. 31, 1868	233.3	147.8	....	—	50	20	11	732	North Missouri ¶.....Missouri.	17,750,000	*	—	—	7,500,000	10,000,000	250,000	—	422.8							—	—	85
Oct. 31, 1868	55.3	12.0	22.5	—	26	27	15	540	North Pennsylvania.....Pennsylvania.	5,895,759	799,232	721,132		3,150,000	3,463,839			67.3	421,267			1,296,961	301,779				
Dec. 31, 1868	94.3	2.5	17.6	—	18	19	10	419	Northern .....Canada.									96.8		4,788,284	13,598,080	1,015,394	388,240	5s	50	84	
Dec. 31, 1869	138.0	4.0	101.3	—	130	67	38	5,461	Northern Central ¶.....Md. and Penn.	10,566,586	2,989,134	1,384,068	368,849	5,000,000	7,005,500	1,976,051	957,638	330.0	3,369,326			561,370	128,943	—	100		
Mar. 31, 1868	69.0	13.0	....	—	24	16	8	468	Northern New Hampshire ..New Hamp.	3,068,400	*	200,701	383,362	3,068,400	125,908	146,259	311,904	82.0	371,630	5,688,452	15,270,340	4,303,783	983,763	6	50	90⅝	
Sept 30, 1868	21.3	—	4.5	—	6	17	6	32	Northern New Jersey.....N. J. and N. Y.	524,226	*	—	.....	159,400	400,000	47,373	—	35.3	129,710	5,306,825	541,215	625,318	219,285	8	100	115	
Nov. 30, 1869	59.4	7.0	12.0	—	21	22	—	542	Norwich and Worcester ¶.Conn. & Mass.	2,463,938	149,711	850,598	213,074	2,363,700	754,000	49,920	241,530	66.4	413,172	7,312,851	11,065,863	279,360	89,692	—	100		
Jun. 30, 1868	113.0	32.0	14.0	—	91	21	5	293	Nova Scotia ¶.....Nova Scotia	6,435,167	*		(Owned	by Nova	Scotia.)			145.0	279,621		3,345,141	741,607	171,957	8	100	106½	
Sept. 30, 1868	118.4	4.0	18.0	—	31	16	7	82	Ogdensburg and Lake Champlain...N. Y.	5,399,872	1,400,963	.....	.....	4,417 500	938,100	83,148	.....	122.0	496,536	5,029,543	29,565,222	253,994	.....	—	—	—	
Dec. 31, 1868	340.0	—	....	—	79	39	22	1,078	Ohio and Mississippi ....Ohio, Ind. & Ill.	27,846,336	*	.....	.....	23,354,125	4,964,000	.....	.....	340.0	.....	30,256,534	.....	898,981	301,742	4	100	95	
Oct. 31, 1868	96.0	3.5	18.5	—	28	13	4	293	Oil Creek and Allegheny River.....Penn.	6,742,065	807,721	.....	.....	4,259,450	3,170,000	—	173,897	101.5	248,880	.....	.....	2,964,041	663,427	—	100	40⅝	
Nov. 31, 1869	130.5	12.2	43.9	—	38	70	18	395	Old Colony and Newport..Massachusetts.	7,203,195	656,816	202,500	137,310	4,943,420	2,971,000	61,000	294,109	142.7	909,847	41,484,089	10,810,178	1,197,090	653,185	—	50	93⅝	
Sept. 30, 1868	259.8	9.9	9.0	—	27	15	11	281	Orange, Alex. and Manassas Gap ¶....Va.	8,500,000	620,000	1,596,145	82,187	2,104,057	3,940,187	976,444	—	291.7	431,570	9,455,121	8,003,342	1,552,525	538,138	6	100	99½	
Dec. 31, 1868	5.0	4.0	....	—	...	...	...	....	Orange and Newark .....New Jersey.	618,549	63,889	.....	13,612	289,550	380,000	26,500	.....	9.0	.....	.....	.....	287,728	279,957	—	100	72	
Sept. 30, 1868	28.6	—	3.2	—	—	—	—	—	Oswego and Rome.....New York.	925,799	*	—	.....	222,987	717,000	2,387	—	—	.....	.....	.....	147,327	24,479	—	100	....	
Sept. 30, 1868	36.3	—	41.1	—	6	10	4	63	Oswego and Syracuse .....New York.	1,256,568	142,186	—	.....	482,400	573,500	4,000	55,341	36.3	106,764	4,002,893	2,350,471	111,196	56,811	—	100	....	
Feb. 29, 1868	283.0	—	....	—	52	48	26	705	*Pacific* ¶.....Missouri.	11,646,888	2,260,241	.....	33,598	3,340,024	7,550,375	.....	1,560,756	285.0	1,594,535	.....	.....	269,031	91,161	8	100	....	
Dec. 31, 1868	47.6	—	....	—	15	23	—	131	Panama.....New Granada.	8,000,000	.....	.....	.....	7,000,000	1,192,000	.....	.....	47.6	.....	.....	.....	3,086,592	1,064,338	—	100	....	
Dec. 31, 1868	14.5	—	14.5	—	—	—	—	—	Paterson and Hudson.....New Jersey.	630,000	—	—	—	630,000	—	—	—	(Leased	to Erie.)					24	100	144½	
Dec. 31, 1868	12.0	—	....	—	—	—	—	—	Paterson and Newark.....New Jersey.	10,000,000	.....	.....	.....	5,000,000	500,000	.....	—	(Leased	to Erie)				53,400	8	100	....	
Dec. 31, 1868	15.1	—	—	—	—	—	—	—	Paterson and Ramapo.....New Jersey.	350,000	.....	.....	.....	284,500	85,000	.....	—	(Leased	to Erie.)				26,500	5	100	....	
Dec. 31, 1868	22.0	—	—	—	—	—	—	—	Pemberton and Hightstown.....Penn.	533,786	.....	.....	.....	339,650	160,000	.....	—	—	(Leased t	o Camden	and Amb	oy.)		—	100	....	
Dec. 31, 1868	330.0	36.5	486.6	—	434	325	—	6,885	Pennsylvania .....Pennsylvania.	25,284,683	4,476,850	15,309,956	9,072,256	27,040,762	21,266,132	3,361,368	2,475,483	929.7	8,693,328	133,174,706	70,830,225	17,233,497	5,372,513	6	50	115¼	
Oct. 31, 1868	47.0	15.9	53.0	—	23	4	—	1,050	Pennsylvania Coal.....Pennsylvania.	2,000,000	*	2,172,500	.....	3,200,000	597,500	375,000	.....	47.0	.....	.....	.....	.....	.....	20	50	225	
Dec. 31, 1868	46.0	—	....	—	—	—	—	—	Peoria and Bureau Valley.....Illinois.	1,800,000	—	—	.....	1,200,000	600,000	.....	.....	—	(Leased	to Chic. R.	I. and Pac	ific.)	125,000	8	100	....	
Jun. 30, 1869	86.0	—	....	....	7	7	6	100	Peoria, Pekin and Jacksonville...Illinois.	2,000,000	*	.....	.....	1,000,000	1,000,000	.....	.....	—	.....	.....	.....	.....	.....	—	100	....	
Dec. 31, 1868	61.0	21.3	4.7	—	12	9	5	90	Petersburg ¶.....Virginia.	1,550,337	*	.....	.....	1,323,200	67,926	154,299	.....	82.3	.....	.....	.....	212,892	93,883	—	100	....	
Oct. 31, 1868	39.0	—	....	51.0	4	4	2	63	Philadelphia and Balt. Cent. Penn. & Md.	1,336,551	*	.....	.....	218,000	800,000	212,500	.....	39.0	87,111	.....	.....	156,746	19,424	—	50	....	
Oct. 31, 1868	287.5	—	75.9	—	95	42	18	1,346	Philadelphia and Erie ¶....Pennsylvania.	19,350,998	*	.....	.....	6,004,200	13,000,000	328,633	.....	287.5	.....	.....	.....	2,804,250	.....	—	50	59	
Oct. 31, 1868	17.1	3.1	20.2	—	22	44	7	144	Phila., Germantown and Norristown..Pa.	1,139,079	352,380	.....	.....	1,587,700	63,950	.....	.....	24.3	342,775	.....	.....	642,639	295,901	10	50	170	
Nov. 30, 1868	93.0	54.0	275.7	—	268	84	35	8,315	Philadelphia and Reading..Pennsylvania.	11,601,421	3,765,774	5,310,519	2,525,128	26,301,352	7,030,220	.....	1,921,976	806.7	4,500,135	.....	.....	8,791,937	3,150,837	10	50	108	
Oct. 31, 1868	26.5	—	32.2	—	—	—	—	—	Philadelphia and Trenton..Pennsylvania.	1,379,164	.....	329,063	.....	1,259,120	.....	.....	.....	26.5	.....	.....	.....	995,196	290,585	10	100	118	
Oct. 31, 1868	100.0	3.8	106.4	—	59	91	42	951	Philadelphia, Wilm. and Baltimore. Penn.	10,311,197	*	1,903,408	844,099	9,084,300	2,935,000	514,390	1,101,105	103.8	897,200	.....	.....	2,393,897	905,891	8	50	111½	
Jun. 30, 1868	193.0	7.5	20.0	—	72	31	15	781	Pbg, Cin. & St. Louis. Pa. & W. Va. Ohio.	13,758,000	*	.....	.....	5,000,000	4,008,000	4,750,000	.....	222.5	1,568,097	.....	.....	2,338,531	646,465	—	50	....	
Oct. 31, 1868	58.4	1.1	17.4	90.6	14	13	4	76	Pittsburg and Connellsville ¶.....Penn.	4,103,728	*	.....	.....	1,794,592	5,500,000	77,592	919,106	72.2	358,738	4,481,033	12,592,663	508,626	181,065	—	50	....	
Dec. 31, 1868	468.3	—	131.5	—	204	120	54	2,881	Pittsburg, Ft. W. and Chic..P., O., I. & I.	23,400,985	*	2,209,316	1,278,774	11,500,000	12,562,000	878,342	1,945,733	468.3	5,420,499	87,864,643	307,443,978	8,041,181	3,039,070	10	100	....	
Nov. 30, 1869	18.7	—	1.4	—	—	—	—	—	Pittsfield and North Adams.....Mass.	432,431	11,247	.....	.....	450,000	—	—	—	—	—	—	—	—	27,450	6	100	85⅝	
Sept. 30, 1868	22.0	—	....	—	3	2	1	30	Plattsburg and Montreal.....New York.	.....	.....	(In ha	nds of R	eceiver.)	.....	.....	.....	23.0	34,971	.....	.....	60,642	5,313	—	100	....	
Dec. 31, 1868	63.0	9.0	7.0	—	17	20	12	220	Portland and Kennebec.....Maine.	2,000,000	*	.....	.....	783,500	1,232,760	4,510	.....	109.0	373,501	7,127,219	.....	605,543	214,214	6	100	....	
May 31, 1868	51.3	—	5.5	—	16	4	—	156	Portland, Saco and Portsmouth....Maine.	1,360,184	*	445,282	100,923	1,500,000	—	399,709	6,680	51.3	258,977	.....	.....	518,592	130,420	6	100	115½	
Mar. 31, 1868	50.0	—	....	—	—	—	—	—	Portsmouth and Concord .N. Hampshire.	350,000	—	.....	.....	350,000	—	.....	.....	—	(Leased	to Concor	d.)		24,500	7	100	....	
Mar. 31, 1868	26.0	—	....	—	—	—	—	—	Portsmouth, Gt. Falls and Conway. N. H.	370,000	—	.....	.....	170,000	200,000	.....	.....	—	(Leased	to Eastern	.)	77,755	24,737	—	100	....	
Nov. 30, 1868	14.5	—	....	—	3	5	2	25	Providence, Warren and Bristol. R. I. & M.	485,813	*	.....	.....	437,917	150,000	.....	.....	14.5	50,896	.....	.....	112,572	21,541	—	100	....	
Nov. 30, 1869	43.4	1.0	12.0	—	21	24	5	812	Providence and Worcester..R. I. & Mass.	1,558,297	475,576	.....	49,772	2,000,000	—	55,000	28,544	47.3	408,165	12,258,435	12,300,450	793,301	205,118	8	100	138½	
Dec. 31, 1868	97.0	—	....	—	...	...	...	....	Raleigh and Gaston ¶.....North Carolina.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....	
Dec. 31, 1868	73.8	8.5	....	—	...	...	...	....	Raritan and Delaware Bay...New Jersey.	4,098,592	*	.....	.....	2,630,700	1,524,800	1,226,390	—	92.3	.....	.....	.....	254,899	30,667	—	100	....	
Oct. 31, 1868	40.0	8.0	2.0	—	8	7	1	37	Reading and Columbia.....Pennsylvania.	1,914,482	219,883	11,791	.....	505,848	1,000,000	.....	.....	—	159,744	.....	.....	178,456	26,995	—	50	....	
Sept. 30, 1868	175.0	—	12.0	—	33	48	17	544	Rensselaer and Saratoga.....N. Y. & Vt.	4,732,884	811,575	.....	.....	3,000,000	1,500,000	.....	.....	175.0	555,727	15,355,890	28,253,882	1,514,870	506,010	6½	100	93	
Sept. 30, 1868	140.5	1.5	11.3	—	24	18	6	261	Richmond and Danville ¶.....Virginia.	9,929,000	*	.....	81,308	4,000,000	2,719,000	288,439	.....	190.2	284,520	4,086,393	6,123,789	574,020	219,091	—	100	....	
Sept. 30, 1868	75.5	—	5.0	—	12	10	14	72	Richmond, Frederick and Potomac ¶..Va.	2,297,932	*	126,236	5,628	1,320,576	580,776	38,034	490,409	75.5	181,552	4,044,544	657,882	296,726	101,742	—	100	....	
Sept. 30, 1868	22.1	2.7	....	—	6	10	5	131	Richmond and Petersburg ¶.....Virginia.	978,073	*	.....	46,313	847,100	319,000	25,288	22,589	46.2	81,172	1,154,190	1,027,073	146,985	58,728	—	100	....	
Sept. 30, 1868	38.3	—	....	—	...	...	...	....	Richmond and York River ¶.....Virginia.	6,250,000	*	.....	.....	650,000	600,000	.....	.....	—	(Not in o	peration.)				—	100	....	
Sept. 30, 1868	22.0	—	....	31.0	...	...	...	....	Roanoke Valley.....Va. & N. Carolina.	482,612	*	.....	.....	427,402	.....	.....	.....	22.0	.....	.....	.....	.....	.....	—	100	....	
Dec. 31, 1868	12.0	—	....	78.0	...	...	...	....	Rock Island and Peoria.....Illinois.	.....	.....	.....	.....	1,080,000	1,384,000	.....	.....	12.0	.....	(Under c	onstructio	n.)		—	100	....	
Dec. 31, 1868	141.1	48.5	20.8	—	38	28	13	592	Rome, Watertown and Ogdensburg. N. Y.	4,362,526	*	376,096	101,016	2,500,000	2,000,000	10,183	642,054	218.2	.....	.....	.....	1,208,941	429,856	10	100	120	
Dec. 31, 1868	119.0	—	—	—	39	31	12	739	Rutland .....Vermont.	6,500,000	.....	.....	.....	.....	.....	.....	.....	166.3	694,409	4 069,421	11,712,202	993,239	.....	—	100	25	
Dec. 31, 1868	175.0	—	....	—	...	...	...	....	St. Joseph and Council Bluffs...Missouri.	4,150,000	*	.....	.....	2,100,000	2,050,000	.....	.....	—	(About $5	0,000 a mo	nth.)			—	100	72½	
Dec. 31, 1868	132.0	34.0	....	—	—	—	—	—	St. Louis, Alton and Terre Haute. Illinois.	10,700,000	*	.....	.....	4,340,000	6,700,000	.....	.....	132.0	.....	(Leased to	Ind. & St.	Louis.)	517,941	—	100	35	
Dec. 31, 1868	195.0	15.0	15.0	—	32	10	3	207	*St. Louis and Iron Mountain* ¶...Missouri.	14,000,000	.....	.....	.....	10,000,000	4,000,000	.....	.....	120.0	.....	.....	.....	612,000	171,000	—	100	49	
Dec. 31, 1868	151.0	—	....	—	...	...	...	....	St. Louis, Jacksonville and Chicago...Ill.	.....	.....	.....	.....	.....	2,725,000	.....	.....	—	(Leased	to Chi. &	Alton.)	240,000	.....	—	100	....	
Dec. 31, 1868	63.7	8.2	....	—	—	—	—	—	St. Louis and St Joseph .....Mo.	.....	.....	.....	.....	2,000,000	1,000,030	.....	.....	—	(Under co	nstruction	.)			—	100	....	
Dec. 31, 1868	68.0	—	....	—	95	—	—	—	St. Louis, Vandalia & Terre Haute....Ill.	.....	.....	.....	.....	.....	.....	.....	.....	—	(Under co	nstruction	.)			—	100	....	
May 31, 1868	80.0	—	....	—	7	7	3	50	*St. Paul and Pacific* (1st Div.). Minnesota.	3,500,000	*	.....	.....	.....	2,020,000	.....	.....	80.0	.....	.....	.....	209,534	87,404	—	100	....	
Dec. 31, 1868	86.0	—	....	200 0	7	4	5	111	St. Paul and Sioux City.....Minn.	2,342,129	*	99,044	14,200	1,993,075	100,000	233,656	5,791	86.0	142,341	1,791,700	.....	232,950	100,415	—	100	....	
Nov. 30, 1867	16.0	—	....	—	—	—	—	—	Salem.....New Jersey.	278,328	*	.....	.....	180,550	100,000	.....	.....	—	(Leased	to West J	ersey.)		16,533	6	50	....	
Nov. 30, 1869	16.9	—	2.6	—	—	—	—	—	Salem and Lowell .....Massachusetts.	386,425	82,542	.....	1,590	243,305	226,900	353	91	—	.....	.....	.....	.....	17,500	1½	100	....	
Dec. 31, 1868	116.3	—	10.0	—	10	11	4	199	Sandusky, Mansfield and Newark ..Ohio.	3,050,235	*	.....	.....	900,235	2,150,000	50,000	.....	116.3	240,299	.....	.....	416,916	106,052	—	100	....	
Oct. 31, 1868	54.0	—	7.0	—	7	1	3	95	Schuylkill and Susquehanna .....Penn.	1,299,845	*	.....	.....	1,269,150	97,000	148,578	.....	54.0	152,360	.....	.....	167,518	344	—	50	....	
Oct. 31, 1868	9.2	20.7	3.2	—	—	—	—	—	Schuylkill Valley.....Pennsylvania.	576,050	—	.....	.....	576,050	.....	.....	.....	—	(Leased	to Phila. a	nd Reading	g.)		5	50	....	
Dec. 31, 1868	80.0	—	7.1	—	13	5	4	127	Seaboard and Roanoke. Va. & N. Carolina.	.....	.....	.....	.....	.....	290,000	.....	.....	—	.....	.....	.....	.....	.....	—	100	....	
Feb. 29, 1868	81.3	—	6.3	—	13	8	2	117	Selma and Meridian.....Alabama	2,163,564	*	.....	.....	999,050	796,830	.....	.....	119.3	.....	.....	.....	312,577	12,909	—	100	....	
May 31, 1868	195.0	—	....	40.0	20	8	4	148	*Selma, Rome and Dalton*..Ala. & Georgia.	.....	.....	.....	.....	2,481,062	1,079,100	.....	.....	160.0	.....	.....	.....	218,441	.....	—	100	....	
Oct. 31, 1868	28.0	—	6.0	—	—	—	—	—	Shamokin Valley and Pottsville....Penn.	1,569,450	—	.....	.....	869,450	700,000	.....	.....	28.0	178,705	.....	.....	277,763	83,511	5	50	....	
Dec. 31, 1868	43.0	—	2.1	—	4	3	2	46	Sheboygan and Fond du Lac..Wisconsin.	985,000	*	.....	.....	743,100	264,000	121,900	.....	25.0	.....	265,000	165,000	32,260	11,145	—	100	....	
Dec. 31, 1868	20.0	—	....	—	—	—	—	—	Shelby and Rush.....Indiana.	187,663	—	.....	.....	100,000	37,800	.....	.....	20.0	(Operat	ed by Jeff.	Mad. and	Louisvill	e.)	—	100	....	
May 31, 1868	50.0	—	2.5	—	10	15	8	35	Shore Line.....Connecticut.	691,200	*	.....	.....	636,200	55,000	.....	.....	50.0	167,376	.....	.....	289,288	68,334	—	100	....	
Dec. 31, 1868	101.7	6.5	—	—	10	4	4	96	*Sioux City and Pacific*.....Iowa.	.....	.....	.....	.....	1,330,000	3,200,000	.....	.....	75.0	.....	.....	.....	127,000	.....	—	100	....	
Dec. 31, 1868	63.0	9.0	7.0	—	17	30	12	220	Somerset and Kennebec.....Maine.	2,020,770	*	.....	.....	783,500	1,232,760	4,510	.....	109.0	373,510	7,127,219	.....	605,543	214,124	—	100	....	
Dec. 31, 1868	16.0	—	....	—	—	—	—	—	South Branch.....New Jersey.	438,300	—	.....	.....	438,300	—	.....	.....	—	(Leased	to Central	of New J	ersey.)		6	100	....	
Dec. 31, 1868	137.0	106.0	21.9	—	43	22	18	360	South Carolina ¶.....South Carolina.	7,567,414	*	.....	1,026,406	5,819,275	3,860,741	514,388	1,295,967	243.0	756,431	.....	.....	1,294,962	590,706	—	100	....	
Jun. 30, 1869	—	—	—	183.0	—	—	—	—	South and North Alabama .....Ala.	.....	.....	.....	.....	900,000	.....	.....	.....	—	.....	(In progres	s.)			—	100	....	
Nov. 30, 1869	11.5	—	1.9	—	3	12	2	8	South Shore .....Massachusetts.	462,167	39,426	.....	9,566	259,683	150,000	7,944	21,000	11.5	49,204	1,222,256	60,911	67,962	9,513	—	100	....	
Sept. 30, 1868	56.0	0.8	2.0	4.0	8	17	3	41	South Side (L. I.).....New York.	1,409,926	*	.....	.....	484,000	750,000	150,000	.....	—	(Not in fu	ll operatio	n.)			—	100	....	
Sept. 30, 1868	123.0	9.6	12.0	—	15	7	4	173	South Side (Petersb'g & Lynchb'g) ¶. Va.	3,796,159	*	36,379	57,876	1,365,600	1,708,900	475,160	9,401	132.5	255,714	1,944,588	8,666,425	389,360	63,560	—	100	....	
Sept. 30, 1868	—	—	—	98.0	—	—	—	—	Southern Central.....New York.	.....	.....	.....	.....	880,000	.....	.....	.....	(Und	er const	ruction.)				—	100	....	
Dec. 31 1868	50.0	—	....	23.5	9	4	2	119	Southern Minnesota .....Minnesota.	1,500,000	*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	250,000	.....	—	100	....	
ec. 31, 1868	91.0	—	....	236.0	...	...	...	....	*Southwest Pacific* ¶.....Missouri.	.....	.....	.....	.....	.....	.....	.....	.....	91.0	.....	.....	.....	.....	.....	—	100	....	

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An *asterisk* (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	R. M. E.	Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Carried one mile. Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
July 31, 1868	107.5	100.0	6.5	—	26	20	—	320	Southwestern.....Georgia.	3,719,813	*	208,792	227,634	3,210,000	430,000	386,015	130,224	207.5	333,302	.....	.....	920,544	342,739	8	100	104
Dec. 31, 1868	68.0	—	....	—	2	4	2	25	Spartanburg and Union ¶.South Carolina.	.....	.....	.....	.....	.....	.....	.....	.....	68.0	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1868	13.0	—	0.6	—	3	6	—	6	Staten Island .....New York.	356,301	*	598,699	.....	660,000	200,000	65,000	.....	13.0	52,797	2,798,824	.....	277,622	103,680	7½	100	....
Sept. 30, 1868	7.6	—	1.0	—	2	1	—	142	Sterling Mountain.....New York.	501.122	*	.....	.....	800,000	350,000	.....	.....	7.6	11,925	8,702	486,794	47,908	29,709	7	100	....
Nov. 30, 1869	21.9	—	1.3	—	—	—	—	—	Stockbridge and Pittsfield.....Mass.	444,600	4,100	—	.....	448,700	—	—	.....	—	.....	.....	.....	.....	31,409	7	100	....
Nov. 30, 1869	13.2	—	0.9	—	—	—	—	—	Stony Brook.....Massachusetts.	267,384	—	—	.....	267,300	—	—	697	—	.....	.....	.....	.....	21,176	6	100	....
Oct. 31, 1868	—	—	—	22.0	—	—	—	—	Sullivan and Erie.....Pennsylvania.	.....	.....	.....	.....	.....	.....	.....	.....	—	.....	.....	.....	.....	.....	—	50	....
Dec. 31, 1868	12.0	—	12.0	—	...	...	...	....	Sussex.....New Jersey.	474,400	*	.....	.....	274,400	200,000	.....	.....	12.0	28,000	.....	.....	67,705	25,942	5	100	....
Sept. 30, 1868	81.0	—	8.0	—	12	14	3	199	Syracuse, Binghamton and N. York.N.Y.	3,468,115	*	.....	.....	1,470,130	1,720,000	.....	.....	81.0	342,155	6,214,467	24,308,327	559,627	211,737	—	100	....
Sept. 30, 1868	—	—	—	50.0	—	—	—	—	Syracuse & Chenango Valley.New York.	.....	.....	(Will for	m a par	t of the	Rondout	and Os	wego Li	ne.)	.....	.....	.....	.....	.....	—	100	....
Nov. 30, 1869	11.1	0.6	1.2	—	4	8	5	100	Taunton Branch.....Massachusetts.	308 056	39,727	23,006	45,818	250.700	—	21,181	33,414	11.1	64,100	2,262,375	839,342	229,868	23,184	8	100	104½
Dec. 31, 1868	—	—	—	165.0	—	—	—	—	Tennessee and Pacific ¶.....Tennessee.	.....	—	3,274,000	.....	654,000	2,620,000	.....	.....	—	.....	.....	.....	.....	.....	—	50	....
Nov. 30, 1868	73.0	—	25.0	—	28	21	10	639	Terre Haute and Indianapolis....Indiana.	1,990,705	*	677,235	425,977	1,988,150	.....	148,488	957,278	73.0	459,274	.....	.....	1,180,386	552,665	12	100	90
Oct. 31, 1868	30.6	—	5.4	—	10	4	1	295	Tioga .....Pennsylvania.	832,602	285,827	.....	.....	576,400	250,000	.....	—	34.6	169,516	.....	.....	337,060	165,960	—	50	....
Dec. 31, 1868	230.0	—	....	—	50	13	6	623	Toledo, Peoria and Warsaw.....Illinois.	9,100,000	*	.....	.....	5,700,000	3,400,000	.....	.....	111.0	.....	.....	.....	750,625	199,917	—	100	....
Dec. 31, 1868	489.0	5.0	48.9	105.0	105	47	28	2,120	Toledo, Wabash and Western.O. I. & Ill.	19,550,000	*	3,601,740	108,077	6,700,000	16,045,000	83,820	430,997	516.0	1,133,321	.....	.....	4,013,207	1,123,588	—	100	60⅝
Sept. 30, 1868	34.9	—	7.2	—	13	13	6	222	Troy and Boston.....New York.	1,923,732	362,249	.....	.....	607,111	1,575,000	443,289	—	49.9	178,342	4,703,755	5,152,044	517,000	244,944	—	100	....
Sept. 30, 1868	6.0	—	6.0	—	—	—	—	—	Troy and Greenbush.....New York.	294,908	—	.....	.....	274,400	.....	.....	.....	—	(Leased	to Hudso	n River.)	.....	.....	7	100	....
Nov. 30, 1868	30.0	—	1.4	15.0	—	—	—	—	Troy and Greenfield ¶.....Massachusetts	.....	.....	.....	.....	.....	.....	.....	.....	—	(Leas	ed to Vt.	& Mass.,	R. R.)	32,000	—	100	....
Oct. 31, 1868	57.5	8.8	8.5	—	—	—	—	—	Tyrone and Clearfield.....Pennsylvania.	1,000,000	.....	.....	.....	510,000	.....	.....	.....	—	(Leased	to Pennsy	lvania.)	.....	.....	—	50	....
Dec. 31, 1868	900.0	—	....	....	175	58	25	2,810	*Union Pacific*.....Nebraska, &c.	90,000,000	*	.....	.....	20,000,000	70,000,000	.....	.....	700.0	.....	.....	.....	5,066,650	.....	—	100	44
Dec. 31, 1868	100.0	—	....	....	—	—	—	—	*Union Pacific* (Central Branch) ..Kansas.	4,800,000	*	.....	.....	1,690,000	3,200,000	.....	.....	100.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1868	405.0	33.0	....	....	29	21	10	782	*Union Pacific* (Eastern Division).Kansas.	.....	.....	.....	.....	.....	—	.....	.....	405.0	766,201	6,752,750	20,251,545	1,910,162	563,668	—	100	....
Sept. 30, 1868	59.0	—	2.9	27.2	7	7	2	57	Utica and Black River.....New York.	1,800,000	*	.....	.....	1,670,100	83,000	.....	.....	59.0	53,635	2,098,999	727,563	170,273	49,538	4	100	....
Sept. 30, 1868	43.0	—	5.0	39.0	4	5	2	50	Utica, Chenango and Susq. Valley..N. Y.	1,154,089	*	.....	.....	1,351,594	—	.....	.....	43.0	28,660	1,413,955	283,550	90,396	35,734	—	100	....
May 31, 1868	47.0	18.5	5.7	—	—	—	—	—	Vermont and Canada .....Vermont.	2,500,000	—	.....	.....	2,500,000	—	.....	.....	—	(Leased	to Vermo	nt Centra	l.)		8	100	102½
May 31, 1868	117.0	2.0	25.0	—	65	42	16	1,154	Vermont Central.....Vermont.	10,500,000	*	.....	.....	5,000,000	5,500,000	.....	.....	184.5	1,208,309	14,520,100	47,067,328	1,788,406	513,306	—	var	....
Nov. 30, 1869	69.0	8.0	5.5	—	15	16	9	219	Vermont and Massachusetts .Mass. & Vt.	3,258,000	207,343	75,862	70,082	2,860,000	724.500	111,646	.....	107.0	266,607	5,603,057	3,889,481	567,568	loss.	2	100	65
May 31, 1869	23.7	—	....	—	4	—	—	—	Vermont Valley .....Vermont.	1,221,886	*	.....	.....	516,164	793,200	.....	.....	—	(Leased	to Rutlan	d.)			—	100	....
Feb. 28, 1868	140.0	—	....	—	19	10	5	132	*Vicksburg and Meridian* .....Mississippi.	3,049,268	*	175,540	205,698	357,408	1,997,693	882,533	392,872	140.0	.....	.....	.....	488,407	122,367	—	100	....
Sept. 30, 1867	188.6	—	....	—	26	13	11	184	Virginia Central ¶ .....Virginia.	5,540,788	541,814	33,759	147,308	3,353,679	1,919,550	372,297	618,143	205.4	300,405	4,936,004	5,225,008	554,511	107,648	—	100	....
Sept. 30, 1868	204.0	9.5	7.5	—	...	...	...	....	Virginia and Tennessee ¶ .....Virginia.	7,570,627	*	.....	.....	3,506,300	2,452,852	461,649	.....	113.5	.....	7,261,382	15,554,017	863,212	75,075	—	100	....
Dec. 31, 1868	18.3	—	....	—	—	—	—	—	Warren.....New Jersey.	2,059,050	*	.....	.....	1,547,650	511,400	.....	.....	18.3	(Leased	to Del. La	c.&W'tn.)	410,371	156,526	7	100	87⅝
Sept. 30, 1868	10.3	—	....	—	—	—	—	—	Warwick Valley .....New York.	172,577	*	.....	.....	99,000	85,000	.....	.....	10.3	20,760	289,515	.....	56,455	21,417	8	100	....
Dec. 31, 1868	7.0	—	....	—	...	...	...	....	Washington, Alex. & Georget.D. C. & Va.	.....	.....	(In ha	nds of r	eceiver.)	.....	.....	.....	7.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1868	23.0	—	....	—	...	...	...	....	Washington County.....Maryland.	.....	.....	.....	.....	.....	.....	.....	.....	23 0	(Opened	Nov. 20, 1	867.)	.....	.....	—	100	....
Oct. 31, 1868	26.4	—	4.5	—	10	17	4	51	West Chester and Philadelphia.....Penn.	1,408,267	191,365	186,075	30,547	684,046	959,600	175,911	—	35.4	199,550	8,344,441	1,880,650	356,247	150,716	—	50	....
Sept. 30, 1868	138.0	—	9.5	—	52	15	10	575	Western and Atlantic...Georgia & Tenn.	5,000,000	.....	(Built by	State of	Georgia.)	.....	.....	.....	138.0	.....	.....	.....	943,607	266,320	—	—	....
Dec. 31, 1868	43.0	—	....	—	4	2	—	63	Western (Coal) ¶ .....North Carolina.	1,025,016	*	.....	.....	1,942,000	—	.....	.....	43.0	.....	.....	.....	42,834	6,820	—	100	....
Dec. 31, 1868	45.0	—	3.0	—	5	5	3	67	Western Maryland ¶.....Maryland.	1,850,000	.....	.....	.....	750,000	1,200,000	.....	.....	45.0	.....	.....	.....	.....	.....	—	100	10
Dec. 31, 1868	43.0	—	2.7	—	4	2	...	63	Western North Carolina..North Carolina.	1,025,016	.....	.....	.....	1,942,000	.....	.....	.....	43.0	.....	.....	.....	42,834	6,820	—	100	....
Dec. 31, 1868	63.7	—	12.5	—	—	—	—	—	Western Pennsylvania.....Pennsylvania.	3,049,057	*	.....	—	1,283,600	1,800,000	374,381	—	63.7	(Leased	to Pennsy	lvania.)			—	50	81
Dec. 31, 1868	181.0	—	9.1	—	27	16	12	401	Western Union...Wisconsin and Illinois.	6,627,526	849,898	364,219	.....	3,267,693	4,000,000	1,596,447	.....	181.0	439,405	.....	.....	758,785	149,149	—	100	....
Dec. 31, 1868	59.7	—	3.9	—	17	42	—	236	West Jersey.....New Jersey.	1,840,304	*	620,770	.....	1,208,750	1,400,000	.....	.....	116.9	.....	12,497,271	2,626,929	537,378	252,544	10	50	126
Dec. 31, 1868	32.0	—	....	121.0	...	...	...	....	West Wisconsin .....West Wisconsin.	.....	—	(Und	er const	ruction.)	—	—	—	—	—	(Not	in operati	on.)			—	100	....
Dec. 31, 1868	28.0	—	—	63.0	1	—	—	4	Whitehall and Plattsburg ¶...New York.	—	—	(Und	er const	ruction.)	—	—	—	—	—	(Not	in operati	on.)			—	100	....
Dec. 31, 1868	20.8	—	....	6 5	—	—	—	—	White Mountains.....New Hampshire.	200,000	—	.....	.....	200,000	.....	.....	—	—	(Oper. b	y Boston,	Concord a	nd Mont	real.)	6	100	....
Dec. 31, 1868	23.0	—	....	—	1	4	1	14	Wicomico and Pokomoke .....Maryland.	320,000	100,000	.....	100,000	160,000	150,000	1,000	.....	—	.....	.....	.....	.....	.....	—	100	....
Aug. 31, 1868	142.0	—	....	—	8	4	2	112	Wilmington, Charlotte & Rutherford.N.C.	2,791,302	*	1,334,480	39,269	1,195,000	2,000,000	749,297	223,154	117.0	103,000	.....	.....	.....	.....	—	100	....
Sept. 30, 1868	171.0	—	15.0	—	14	13	8	140	Wilm. and Manchester..N. Car. & S. Car.	3,411,758	*	754,996	123,653	1,147,018	1,550,740	403,385	850,881	171.0	.....	.....	.....	456,892	207,744	—	100	....
Sept. 30, 1868	162.0	19.0	9.5	—	21	15	11	267	Wilmington and Weldon ¶...N. Carolina.	3,061,431	*	341,131	33,027	1,463,775	1,474,665	160,296	336,854	181.0	.....	.....	.....	596,169	.....	—	100	....
Nov 30, 1867	15.5	—	....	—	—	—	—	—	Wilton.....New Hampshire.	233,000	—	.....	.....	213,000	.....	.....	.....	—	(Leased	to Nashua	and Lowe	ll.)	13,845	6½	100	....
Dec. 31, 1868	38.1	—	....	—	...	...	...	....	Winchester and Alabama ¶...Tennessee	950,000	*	.....	.....	.....	1,160,782	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Nov 30, 1869	45.7	—	11.8	—	13	11	5	261	Worcester and Nashua ...N. Hampshire.	1,488,277	169,623	15,250	156,600	1,270,400	.....	81,132	678,218	45.7	303,434	5,287,044	7,835,998	538,021	150,961	9	100	130½
Dec. 31, 1868	13.0	—	1.0	—	—	—	—	—	Wrightsville, York and Gettysburg.Penn.	395,535	—	.....	.....	317,050	52,000	24,333	—	13.0	24,542	.....	.....	43,788	7,266	—	100	....
									CANALS, &c																	
May 31, 1868	13.6	—	—	—	—	—	—	—	Chesapeake & Delaware Canal.Del. & Md.	3,320,736	—	—	—	1,983,563	2,089,400	—	—	13.6	—	—	—	445,950	362,488	—	50	80½
Sept. 30, 1868	184.5	—	—	—	—	—	—	—	Chesapeake and Ohio Canal...Md. & Va.	10,506,309	—	—	—	8,229,594	—	—	—	184.5	—	—	—	.....	.....	—	25	....
Oct. 31, 1868	60.0	—	—	—	—	—	—	—	Delaware Division Canal ..Pennsylvania.	2,433,000	—	—	—	1,633,350	800,000	—	—	(Leas	ed to Le	high Nav.	Co.)	.....	.....	8	50	94
Oct. 31, 1868	108.0	—	—	—	—	—	—	—	Delaware & Hudson Canal.Penn. & N.Y.	6,888,184	—	—	.....	14,997,300	2,031,000	.....	.....	108.0	—	—	—	.....	.....	14	100	123¾
Dec. 31, 1868	43.0	22.5	—	—	—	—	—	—	Delaware and Raritan Canal.New Jersey.	4,500,667	—	—	—	4,999,969	(See Ca	m. & A	mb.R.R.)	—	—	—	—	912,108	586,547	—	100	....
Oct. 31, 1868	136.0	25.0	—	—	—	—	—	—	Erie Canal .....Pennsylvania.	.....	—	—	.....	64,000	813,511	.....	.....	161.0	—	—	—	79,247	.....	—	50	....
Oct. 31, 1868	48 0	—	—	—	—	—	—	—	Lehigh Navigation.....Pennsylvania.	4,455,000	—	13,570,597	.....	8,739,800	14,004,387	.....	.....	108.0	—	—	—	603,067	397,785	—	50	70½
Feb. 29, 1868	102.0	—	—	—	—	—	—	—	Morris Canal.....New Jersey.	3,362,221	—	11,426	57,235	2,200,000	1,049,260	120,553	61,090	102.0	—	—	—	450,135	162,972	—	100	30
Oct. 31, 1868	173.0	5.0	—	—	—	—	—	—	Pennsylvania Canal.....Pennsylvania.	3,451,000	—	—	.....	2,750,000	701,000	.....	.....	178.0	—	—	—	258,300	30,107	—	50	44
Oct. 31, 1868	108.3	—	—	—	—	—	—	—	Schuylkill Navigation .....Pennsylvania.	13,842,179	—	221,600	.....	4,797,185	7,762,720	536,411	—	108.3	—	—	—	1,026,580	.....	—	50	17½
Oct. 31, 1868	45.0	—	—	—	—	—	—	—	Susq. and Tide Water Canal.Penn. & Md.	4,685,267	—	.....	.....	2,002,746	2,628,310	149,296	—	45.0	—	—	—	166,589	86,081	—	50	12
Oct. 31, 1868	77.6	10.0	—	—	—	—	—	—	Union Canal.....Pennsylvania.	5,907,850	—	.....	.....	2,907,850	3,000,000	.....	—	87.6	—	—	—	60,830	5,307	—	50	....
Oct. 31, 1868	42.0	81.0	—	—	—	—	—	—	West Branch and Susquehanna.....Penn.	1,706,000	—	—	.....	1,100,000	749,000	.....	—	123.0	—	—	—	267,884	29,513	—	50	13
1868	64 0	—	—	—	—	—	—	—	Wyoming Valley Canal....Pennsylvania.	2,000,000	—	—	.....	800,000	600,000	.....	—	—	—	—	—	124,895	39,961	8	50	60

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

HORSE PASSENGER RAILROAD SHARE LIST.

Years ending.	Length equiv. single track.	Horses and Dummies.	Cars.	Companies.	Cost of Road and Equipment.	Share Capital.	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Net.	Dividends on paid Capital.	Value of Shares. Par.	Value of Shares. Paid.	Value of Shares. Market.
	m.	No.	No		$	$	$	$	$	$	p. c.	$	$	$
Sept. 30,'68	7.37	91	12	Albany .....N.Y.	139,414	98,900	40,000	5,000	57,580	Loss.	—	100	100	....
Nov. 30,'68	—	—	—	Albany st. Freight (B'ton).Mass.	—	150,000	—	—	—	—	—	100	100	....
Oct. 31,'68	3.25	12	35	Allentown .....Pa.	72,674	31,500	29,814	12,191	6,771	3,093	—	100	100	....
Dec. 31,'63	31.00	480	80	Baltimore City.....Md.	.....	.....	.....	.....	.....	.....	—	100	100	19
Sept. 30,'68	22.00	401	50	Bleeck. st. & F.F. (N.Y.C.)N.Y.	1,747,127	900,000	694,000	40,713	302,566	51,760	—	100	100	....
Nov. 30,'68	3.53	—	—	Boston and Chelsea.....Mass.	110,000	110,000	—	—	8,800	1,193	6.8	100	100	38½
Sept. 30,'68	10.76	162	40	Broadway (Brooklyn).....N.Y.	277,169	200,000	35,000	29,097	115,172	11,882	8.0	100	100	....
Sept. 30,'68	16.00	791	106	B'dway & 7th Av.(N.Y.C.)N.Y.	522,895	2,100,000	1,600,000	—	664,652	184,914	—	100	100	....
Sept. 30,'68	8.00	10	30	Brooklyn, Bath & Coney I.N.Y.	156,838	99,850	80,000	7,538	24,517	Loss.	—	100	100	....
Sept. 30,'68	74.00	1420	291	Brooklyn City.....N.Y.	1,164,204	1,500,000	300,000	—	1,197,309	283,938	12.0	100	100	....
Sept. 30,'68	11.00	201	43	Brooklyn City & Newtown.N.Y.	569,620	400,000	200,000	14,372	121,425	19,422	—	100	100	....
Sept. 30,'68	6.50	40	12	B'klyn, Prosp. P. & Flatb..N.Y.	434,600	254,600	300,000	1,487	—	—	—	100	100	....
Sept. 30,'68	4.28	4	30	B'klyn & Rockaway Beach.N.Y.	214,489	144,600	45,000	2,500	20,621	9,021	—	100	100	....
Sept. 30,'68	15.21	197	53	Buffalo street.....N.Y.	318,909	50,000	186,000	109,500	99,734	17,427	—	50	50	....
Sept. 30,'68	7.85	—	—	Bushwick (Brooklyn) .....N.Y.	264,982	262,200	2,000	5,040	20,508	72	—	100	100	....
Nov. 30,'68	28.52	—	—	Cambridge (Boston) .....Mass.	731,671	727,800	150,000	94	—	89,058	9.0	100	100	101½
Sept. 30,'68	1.76	—	39	Central City (Syracuse)....N.Y.	29,758	21,130	6,000	—	18,645	4,097	—	10	10	....
Sept. 30,'68	36.00	561	149	Cen. P., N.& E.R. (N.Y.C.)N.Y.	1,627,021	1,065,200	626,000	33,644	512,962	18,812	—	100	100	....
Dec. 31,'68	9.20	—	—	Cincinnati street.....O.	.....	.....	.....	.....	.....	.....	—	100	100	....
Oct. 31,'68	7.25	200	37	Citizens'(10th&11th sts.)(Ph.)Pa.	179,635	192,750	—	—	227,369	95,876	32.1	50	19½	....
Oct. 31,'68	9.00	146	30	Citizens' (Pittsburg) .....Pa.	234,045	176,000	56,300	7,700	139,864	31,708	24.5	50	44	....
Dec. 31,'68	6.50	—	—	City Passenger (Cin.).....O.	.....	.....	.....	.....	.....	.....	—	100	100	....
Sept. 30,'68	14.83	236	18	Coney Island (Brooklyn)..N.Y.	645,925	500,000	218,000	19,587	121,637	Loss.	—	100	100	....
Sept. 30,'68	22.89	792	116	Dry Dock,E.B.&B.(N.Y.C)N.Y.	772,303	1,200,000	700,000	—	669,174	135,905	—	100	100	....
Sept. 30,'68	3.50	—	—	Dunkirk and Fredonia ....N.Y.	42,605	34,815	—	2,448	8,721	3,443	—	—	—	....
Oct. 31,'68	1.63	10	3	Easton and S. Easton .....Pa.	24,275	26,000	500	—	10,444	3,732	—	25	25	....
Sept. 30,'68	18.00	872	160	Eighth Avenue (N.Y.City)N.Y.	1,455,161	1,000,000	203,000	—	804,791	190,391	12.0	100	100	....
Dec. 31,'68	8.00	52	9	Fairhaven and Westville..Conn.	152,917	150,000	—	—	—	—	—	100	100	....
Sept. 30,'68	1.74	....	...	Fifth Ward (Syracuse).....N.Y.	27,533	26,170	—	—	6,761	2,468	—	100	100	....
Sept. 30,'68	15.38	387	50	42d st. & Gr'd st. F.(N.Y.C.)N.Y.	1,041,204	748,000	260,000	—	341,781	85,664	10.0	100	100	....
Oct. 31,'68	16.37	298	40	Frankford & Southwark(Ph.)Pa.	762,491	491,750	200,000	—	299,228	56,713	5.0	50	50	38
Sept. 30,'68	3.25	16	5	Genesee & Water st. (Syr.).N.Y.	54,200	42,500	9,000	400	8,653	159	—	—	—	....
Oct. 31,'68	34.25	356	81	Germantown (Phila.).....Pa.	562,270	112,245	350,000	—	322,439	85,644	37.4	50	15	30
Oct. 31,'68	5.40	125	25	Girard College (Phila.).....Pa.	171,712	170,000	—	—	117,342	25,119	8.5	50	17	33
Sept. 30,'68	5.50	92	15	Gr'd st. & Newtown (Bk'n)N.Y.	200,000	170,000	30,000	—	72,870	5,321	—	100	100	....
Oct. 31,'68	5.09	224	42	Green and Coates st. (Phila.).Pa.	236,220	150,000	100,000	—	187,103	22,887	7.5	50	15	39
Sept. 30,'68	—	—	—	Greenpoint & Wmbg.(Bkn)N.Y.	.....	.....	.....	.....	.....	.....	—	—	—	....
Sept. 30,'68	10.00	122	23	Harlm.Br.,Morr. & F'dham.N.Y.	239,063	113,230	130,000	2,500	63,945	Loss.	—	100	100	....
Oct. 31,'68	2.14	18	6	Harrisburg City.....Pa.	60,120	41,995	9,350	2,063	9,272	Loss.	—	25	24	....
Dec. 31,'68	9.00	19	6	Hartford & Wethersfield .Conn.	180,000	180,000	—	—	—	—	—	100	100	....
Oct. 31,'68	13.17	345	78	Hest., Mant. & F'mount (Ph.)Pa.	472,687	306,390	165,700	3,292	262,829	40,431	—	50	50	14½
Dec. 31,'68	—	—	—	Hoboken and Hudson City.N.J.	.....	.....	.....	.....	.....	.....	—	—	—	....
Dec. 31,'68	—	—	—	Hoboken and Weehawken .N.J.	.....	.....	.....	.....	.....	.....	—	—	—	....
Sept 30,'68	2.50	....	...	Hudson Av. (Brooklyn)....N.Y.	161,535	106,700	74,000	9,272	—	—	—	100	100	....
Dec. 31,'68	10.47	....	...	Jersey City & Bergen Point.N.J.	.....	.....	.....	.....	.....	.....	—	—	—	....
Sept 30,'68	3.56	28	9	Kingston and Rondout.....N.Y.	78,989	75,000	—	—	20,971	2,170	3½	100	100	....
Oct. 31,'68	5.20	113	21	Lombard and South st. (Ph.).Pa.	165,627	90,000	62,500	10,560	70,353	9,702	—	25	9	....
Nov. 30,'68	4.03	48	9	Lowell Horse.....Mass.	69,416	55,830	—	2,080	29,240	3,411	—	100	100	....
Nov. 30,'68	12.50	201	32	Lynn and Boston .....Mass.	207,587	200,000	50,000	48,048	153,658	Loss.	—	100	100	20
Nov. 30,'68	3.60	—	—	Malden and Melrose (Btn).Mass.	60,246	—	52,600	—	24,472	—	—	—	—	....
Nov. 30,'68	1.00	—	—	Marginal Freight (Boston).Mass.	177,624	177,700	—	—	—	—	—	100	100	30½
Nov. 30,'68	3.08	—	—	Medford & Charlest. (Btn).Mass.	27,500	21,000	6,500	—	—	2,240	—	100	100	....
Nov. 30,'68	5.11	37	6	Merrimac Valley.....Mass.	50,241	50,000	—	12,810	18,014	2,249	—	100	100	30
Sept. 30,'68	6.00	58	13	Metropolitan (Brooklyn)...N.Y.	361,500	194,000	191,900	7,000	34,108	6,299	—	100	100	....
Nov. 30,'68	42.86	791	156	Metropolitan (Boston) ....Mass.	1,543,729	1,250,000	—	177,164	765,981	135,284	10.0	100	100	69½
Nov. 30,'68	7.42	254	47	Middlesex (Boston).....Mass.	522,834	400,000	91,902	38,917	206,640	16,659	—	100	100	75
Sept. 30,'68	12.20	180	52	Ninth Avenue (N. Y. City)N.Y.	468,322	797,320	167,000	—	95,848	595	—	100	100	....
Nov. 30,'68	3.39	17	4	Northampton & Wmburg. Mass.	300,000	300,000	—	—	13,884	562	—	100	100	....
Nov. 30,'68	2.16	6	2	North Woburn (Boston)..Mass.	27,657	20,950	8,000	4,429	4,174	808	—	100	100	....
Oct. 31,'68	7.25	73	13	Oakland & E. Liberty (Pbg.).Pa.	105,457	59,500	17,000	43,094	49,929	—	—	50	50	....
Dec. 31,'68	17.5	167	28	Orange and Newark .....N.J.	682,438	289,550	380,000	26,500	147,327	24,479	—	50	50	....
Dec. 31,'68	3.81	....	...	Passenger (Cin.) .....O.	100,000	100,000	—	—	—	—	—	100	100	....
Oct. 31,'68	9.17	30	8	Peoples' street (Scranton) ...Pa.	110,907	104,028	—	—	16,003	Loss.	15.	100	100	....
Oct. 31,'68	7.07	271	48	Philadelphia City (C. & W.).Pa.	446,265	225,000	200,000	21,265	250,557	45,270	20.	50	15	45
Oct. 31,'68	5.89	50	14	Philadelphia and Darby.....Pa.	250,419	160,000	89,000	—	40,374	11,622	4.	20	20	12
Oct. 31,'68	8.50	140	28	Philadelphia & Gray's Ferry.Pa.	293,548	285,307	5,500	—	87,643	16,274	7.	50	25	23
Oct. 31,'68	8.25	153	28	Pbg., Allegheny & Manchest.Pa.	143,123	124,000	23,000	16,950	133,266	15,798	7.s	50	31	....
Oct. 31,'68	5.20	80	12	Pittsburg and Birmingham..Pa.	108,488	82,000	10,600	30,082	70,706	8,481	7.3s	50	41	....
Dec. 31,'68	6.88	92	16	Portland .....Me.	160,300	160,300	—	600	45,007	12,809	7.	100	100	....
Nov. 30,'68	5.69	55	9	Quincy (Boston).....Mass.	77,640	71,600	66,434	57,592	—	—	—	100	100	....
Oct. 31,'68	8.00	48	12	Ridge Av. & Manayunk(Ph.)Pa.	179,635	120,500	63,300	—	36,111	Loss.	—	50	25	12
Sept. 30,'68	10.50	96	22	Rochester and Brighton ...N.Y.	74,000	59,000	15,000	—	31,490	11,290	—	100	100	....
Nov. 30,'68	7.87	47	15	Salem and Danvers.....Mass.	182,845	150,000	32,100	11,561	32,912	Loss.	—	100	100	....
Oct. 31,'68	3.96	—	—	Schuylkill River (Phila.) ....Pa.	47,464	50,000	—	—	—	.....	—	50	10	....
Sept. 30,'68	16.00	597	91	Second Avenue (N.Y. City)N.Y.	1,452,393	800,000	700,000	170,962	512,666	71,706	—	100	100	....
Oct. 31,'68	33.00	485	76	2d and 3d street (Phila.).....Pa.	628,843	573,387	109,300	—	524,611	177,857	11⅔	50	30	46
Oct. 31,'68	5.62	110	17	17th and 19th street (Phila.)..Pa.	116,918	130,000	—	37,408	79,754	11,569	—	50	13	....
Sept. 30,'68	8.37	657	74	Sixth Avenue (N.Y. City).N.Y.	1,786,977	750,000	250,000	—	625,341	140,808	10.	100	100	128
Nov. 30,'68	3.61	—	—	Somerville (Boston).....Mass.	75,000	75,000	—	—	—	4,500	6.	100	100	....
Nov. 30,'68	6.43	265	39	South Boston .....Mass.	401,030	400,000	—	12,047	209,164	20,976	9½	100	100	62½
Nov. 30,'68	2.50	13	4	Stoneham street (Boston)..Mass.	39,344	33,000	—	1,500	10,201	Loss.	—	100	100	....
Nov. 30,'68	6.74	—	—	Sub-Urban (Boston) .....Mass.	95,000	5,000	—	—	—	—	—	100	100	....
Sept. 30,'68	2.07	20	6	Syracuse and Geddes.....N.Y.	25,978	25,000	25,000	—	14,381	4,781	4.	100	100	....
Sept. 30,'68	4.38	10	3	Syracuse and Onondaga ...N.Y.	31,000	31,000	—	—	7,884	2,199	5.	100	100	....
Oct. 31,'68	7.25	200	37	10th & 11th sts. Citizen's Ph.)Pa.	179,635	192,750	—	—	227,369	95,876	32.1	50	19½	68½
Sept. 30,'68	18.00	1422	187	Third Avenue (N. Y. City).N.Y.	2,745,277	1,170,000	1,500,000	5,000	1,257,476	274,584	12.	100	100	197⅞
Oct. 31,'68	—	—	—	13th and 15th streets (Phila.).Pa.	.....	.....	.....	.....	.....	.....	....	....	....	21
Sept. 30,'68	3.47	32	5	Troy and Albra .....N.Y.	72,463	44,700	—	13,978	16,844	Loss.	—	100	100	....
Sept. 30,'68	12.30	49	21	Troy and Lansingburg.....N.Y.	363,967	250,000	100,000	81,095	154,582	Loss.	—	100	100	....
Sept. 30,'68	4.50	—	—	Troy and Cohoes.....N.Y.	70,000	70,000	—	—	—	—	—	100	100	....
Nov. 30,'68	—	449	74	Union (Boston) .....Mass.	311,879	200,000	30,200	132,265	373,102	Loss.	—	100	100	103
Sept. 30,'68	15.50	85	20	Utica, Clinton & Bingham.N.Y.	305,828	121,400	200,000	1,200	80,268	14,148	—	100	100	....
Sept. 30,'68	2.50	20	6	Van Brunt st. (Brooklyn)..N.Y.	87,000	75,000	12,000	1,612	17,925	3,201	4	100	100	....
Sept. 30,'68	15.50	162	29	Watervliet (Albany) .....N.Y.	297,145	240,000	131,000	4,000	117,593	31.390	4	100	100	....
Dec. 31,'68	5.80	—	—	West Hoboken .....N.J.	100,000	40,000	60,000	—	—	—	—	100	100	....
Oct. 31,'68	13.50	380	70	West Philadelphia.....Pa.	571,055	375,000	100,000	15,000	321,374	43,748	10	50	50	65
Oct. 31,'68	4.38	14	4	Wilkesbarre and Kingston...Pa.	92,333	50,000	—	8,500	13,883	5,882	—	50	50	....
Oct. 31,'67	1.02	10	4	Williamsport .....Pa.	20,867	15,600	5,000	1,127	3,565	1,319	—	25	25	....
Nov. 30,'68	2.76	—	—	Winnisimmet (Boston)....Mass.	62,152	57,250	—	—	4,200	3,740	4	100	100	....
Nov. 30,'6	4.06	44		Worcester .....Mass.	89,573	75 000	72,000	26,000	—	—	—	100	10	....

PASSENGER RAILROAD BONDS.

Companies.	Amount outstanding.	Inter. st Rate.	Inter. st Payable.	Principal Payable.	Market Price.
	$	pc			
Albany:					
1st Mortgage.....	40,000	7	J.& J.	18—	....
Bleecker St. & Fulton Ferry:					
1st Mortgage.....	694,000	7	J.& J.	1872	....
Broadway (Brooklyn):					
1st Mortgage.....	35,000	7	J.& J.	18—	....
Broadway and 7th Avenue:					
1st Mortgage.....1,	600,000	7	J.&D.	1884	....
Brooklyn, Bath & Coney I.:					
1st Mortgage.....	80,000	7	J.& J.	18—	....
Brooklyn City:					
1st Mortgage.....	300,000	7	J.& J.	1872	....
Brooklyn City & Newtown:					
1st Mortgage.....	200,000	7	J.& J.	1875	....
Brooklyn, Prosp. P.&Flatb.:					
1st Mortgage.....	300,000	7	M&N	1878	....
Brooklyn & Rockaway B'ch:					
1st Mortgage.....	45,000	7	J.& J.	18—	....
Buffalo street:					
1st Mortgage.....	186,000	7	J.&D.	1881	....
Cambridge (Boston):					
1st Mortgage sinking fund	150,000	6	J.& J.	1883	92¾
Central Park, N. & E.River:					
1st Mortgage.....	626,000	7	J.& J.	1874	....
Citizens' (Pittsburg):					
1st Mortgage.....	56,300	7	J.& J.	1870	....
Coney Island and Brooklyn:					
1st Mortgage.....	218,000	7	J.& J.	1873	....
D. Dock, E Bdw. & Battery:					
1st Mortgage.....	700,000	7	J.& J.	18—	....
Eighth Avenue (N. Y.):					
1st Mortgage.....	203,000	7	J.& J.	18—	....
42d st.& G'd st. Ferry(N.Y.):					
1st Mortgage.....	160,000	7	J.& J.	1873	....
Real Estate.....	100,000	7	var.	var.	....
Frankford and Southwark:					
1st Mortgage.....	200,000	7	J.& J.	1869	....
Germantown:					
1st Mortgage.....	350,000	7	J.& J.	1874	....
Green and Coates (Phila.):					
1st Mortgage.....	100,000	7	J.& J.	1870	85½
Grand st. and Newtown:					
1st Mortgage.....	30,000	7	J.& J.	18—	....
Harl. Br.,Morris'a & Fordh.:					
1st Mortgage.....	130,000	7	J.& J.	1877	....
Hestonv., Mantua & Fairm.:					
1st Mortgage.....	165,700	7	J.& J.	1874	....
Hudson Av. (Brooklyn):					
1st Mortgage.....	74,000	7	M&N	1878	....
Lombard and South st.(Ph.):					
1st Mortgage.....	62,500	7	J.& J.	1873	75
Lynn and Boston:					
1st Mortgage sinking fund	50,000	6	J.& J.	1886	74
Malden and Melrose:					
1st Mortgage, guaranteed.	52,600	6	A.&O	1880	....
Metropolitan (Brooklyn):					
1st Mortgage.....	191,900	7	J.& J.	1878	....
Middlesex (Boston					
1st Mortgage sinking fund	98,500	6	J.&D.	1884	81
Ninth Avenue (N. Y.):					
1st Mortgage.....	167,000	7	J.& J.	18—	....
Orange and Newark:					
1st Mort. Broad street....	100,000	6	J.& J.	1881	....
1st Mort. O. & N. R. R...	100,000	6	J.& J.	1880	....
2d Mort. O. & N. R. R...	100,000	6	J.& J.	1883	....
Philadelphia City:					
1st Mortgage.....	200,000	6	J.& J.	1879	85
Philadelphia and Darby:					
1st Mortgage.....	89,000	7	J.& J.	1875	....
Pittsb., Allegh'y & Manch.:					
1st Mortgage.....	23,000	7	M&N	1878	....
Quincy:					
Plain bonds.....	66,424	6	var.	var.	....
Ridge Av. and Manayunk:					
1st Mortgage.....	48,300	7	J.& J.	18—	....
1st Mortgage.....	15,000	6	J.& J.	18—	....
Salem and Danvers:					
1st Mortgage.....	32,100	6	J.& J.	18—	....
Second Avenue (N. Y.):					
1st Mortgage.....	700,000	7	J.&D.	1877	....
Second and Third st. (Ph.):					
1st Mortgage.....	9,300	7	J.& J.	1868	....
2d Mortgage.....	100,000	7	J.& J.	1874	....
Sixth Avenue (N. Y.):					
1st Mortgage.....	250,000	7	J.&D.	1877	....
Syracuse and Geddes:					
1st Mortgage.....	25,000	7	J.& J.	18—	....
Third Avenue (N. Y.):					
1st Mortgage.....1,	000,000	7	J.& J.	1875	....
Real estate.....	500,000	va	r. var.	var.	....
Troy and Lansingburg:					
1st Mortgage.....	100,000	7	A.&O	1872	....
Union (Boston):					
Real estate mortgages....	30,200	6	var.	var.	....
Utica, Clinton & Bingham.:					
1st Mortgage.....	200,000	7	J.& J.	1887	....
Watervliet:					
1st Mortgage.....	131,000	7	J.& J.	1872	....
West Hoboken:					
1st Mortgage.....	61,000	7	M&N	1878	....
West Philadelphia:					
1st Mortgage.....	100,000	7	J.& J.	1869	....
Worcester:					
1st Mortgage.....	72,000	6	A.&O	1878	....

PREFERRED & GUARANTEED STOCKS

(Marked with an asterick (*) are guaranteed by lessees and thus (†) have equal dividends with lessees' stock.)

COMPANIES.	Amount outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
RAILROAD STOCKS:				
Atlantic & Gt. West'n (O. D.,) pref.	$1,919,000	7	...	....
Atlantic and St. Lawrence* guar.	2,494,000	4	4	....
Baltimore and Ohio, pref.	3,000,000	6	6	....
Berkshire,* guaranteed	600,000	7	7	....
Blossburg and Corning,* guar.	250,000	5	5	....
Boston, Concord and Montreal, pref.	1,340,000	6	6	75½
Buffalo, N. York and Erie,* guar.	950,000	7	7	74½
Camden and Atlantic, pref.	600,000	7	...	....
Catawissa,* pref. and guar.	2,200,000	7	7	75½
Cayuga and Susquehanna,* guar.	589,110	...	9	....
Cedar Rapids & Missouri,* preferred and guaranteed	755,000	7	3½	....
Central Ohio, preferred	400,000	7	7	29
Chemung,* guar.	380,000	8	6	....
Cheshire, preferred	2,017,815	7	3	92
Chicago and Alton, pref.	2,425,400	7	10	118⅝
Chicago, Iowa and Nebraska,* guar.	2,600,000	...	10	....
Chicago and Northwestern, pref.	18,159,097	7	10s	90¾
Cleveland and Mahoning,* guar.	2,056,000	7	7	....
Cleveland and Toledo,* † guar.	6,250,000	...	3½	....
Cochecho, preferred	177,750	8	...	....
Connecticut and Passumpsic Rivers, preferred	1,822,100	6	6	91
Cumberland Valley, 1st pref.	241,900	8	8	114½
" " 2d pref.	242,000	8	8	....
Delaware,* guaranteed	594,261	6	6	...
Detroit & Milwaukee,* preferred and guaranteed	1,500,000	6	...	....
Dubuque and Sioux City,* preferred and guaranteed	1,988,170	7	7	97½
Dubuque Southwestern, pref.	330,308	7	7	....
Eastern (N. H.,)* guaranteed	492,500	8	8	....
Elmira, Jefferson and Canandaigua,* guaranteed	500,000	5	5	....
Elmira and Williamsport,* guar.	500,000	5	5	....
Elmira and Williamsport,* preferred and guaranteed	500,000	7	7	80
Erie, preferred	8,536,910	7	7	46
Hannibal and St. Joseph, pref.	5,253,836	...	...	119⅝
Harrisburg and Lancaster,* guar.	1,182,550	7	7	....
Housatonic, preferred	1,180,000	8	4	84½
Huntingdon & Broad Top Mountain, preferred	190,750	7	3½	....
Joliet and Chicago,* guar.	1,500,000	7	7	....
Joliet and Northern Indiana,* guar.	300,000	8	8	....
Lackawanna and Bloomsburg, pref.	500,000	7	...	....
Leeds and Farmington,* guar.	.....	...	5	....
Little Schuylkill,* guar.	2,646,100	7	7	....
Louisville, Cincinnati and Lexington preferred	848,315	9	9	99
Marietta and Cincinnati, 1st pref.	6,586,135	6	...	19
" " 2d pref.	4,051,744	6	...	8
Manchester and Lawrence*	1,000,000	...	9	....
Michigan Southern, guaranteed	586,800	10	10	....
Mill Creek and Mine Hill,* guar.	323,375	10	10	....
Milwaukee and P. du Chien, 1st pref.	.....	8	8	....
" " 2d pref.	.....	7	7	...
Milwaukee and St. Paul, preferred	9,744,268	7	...	82½
Mine Hill and Schuylkill Haven,* guaranteed	3,775,000	8	8	....
Mount Carbon & Pt. Carbon,* guar.	282,250	12	12	....
New Haven and Northampton*	1,344,000	...	2	....
New York and Harlem, pref.	1,500,000	8	8	144
Niagara Br. and Canandaigua,* guar.	1,000,000	6	6	....
North Eastern (S. C.,) preferred	155,000	8	8	....
Ogdensburg and L. Champlain, pref.	1,037,000	8	8	108
Ohio and Mississippi, pref.	3,500,000	7	7	75½
Paterson and Hudson,* guar.	630,000	8	8	....
Paterson and Ramapo,* guar.	248,000	...	5	....
Peoria and Bureau Valley,* guar.	1,200,000	...	6	....
Philadelphia and Erie,*	5,996,700	...	...	....
Philadelphia and Reading, pref.	1,551,800	...	10	....
Philadelphia and Trenton,* † guar.	1,099,120	...	10	....
Pittsfield and North Adams,* guar.	450,000	6	6	....
Portl. & Kennebec (Yarmouth) guar.	202,400	6	6	....
Portland, Sago & Portsmouth,* guar.	1,500,000	6	6	....
Portsmouth and Concord*	350,000	7	7	....
Richmond, Fredericksb. & Potomac, guaranteed	142,900	7	7	....
Rochester and Genesee Valley*	557,560	...	7	....
Rutland, preferred	.....	7	7	76
St. Louis, Alton and T. H., pref.	2,040,000	7	7	63⅝
Sandusky and Cincinnati, pref.	445,596	6	6	36½
Schuylkill Valley,* guar.	576,050	5	5	....
Shamokin Valley & Pottsville,* guar.	869,450	5	5	....
Tol., Peoria & Warsaw (W. D.) pref.	1,300,000	7	...	....
" " " (E. D.) pref.	1,700,000	7	...	...
Toledo, Wabash and Western, pref.	1,000,000	7	7	75
Troy and Greenbush,* guar.	274,000	7	7	....
Vermont and Canada,* guar.	2,500,000	8	8	....
Warren,* guar.	1,408,300	7	7	....
White Mountains,* guar.	200,000	5	5	....
Wrightsv., York & Gettysburg,* pref.	317,050	...	2	....
CANAL STOCKS:				
Delaware Division,* guar.	1,633,350	8	8	....
Morris, preferred	1,175,000	10	10	70
Schuylkill Navigation, pref.	2,888,997	6	6	36½
Union, preferred	.....	6	...	....
MISCELLANEOUS STOCKS:				
Cumberland Coal, pref.	.....	6	...	32½
Mariposa Mining, pref.	5,774,400	7	7	16½

WHOLESALE PRICE CURRENT.

IRON—DUTY: Bars, 1 to 1½ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1¾ cents per lb.; Pig, $9 per ton; Polished, 3 cents per lb.

Pig, Scotch, No. 1 ..... per ton	34 — @ 37 —
Pig, American, No. 1	32 — @ 34 —
Pig, American, No. 2	30 — @ 31 —
Pig, American, Forge	29 — @ 30 —
Bar, Refined, English and American	— — @ 75 —
Bar, Swedes, assorted sizes ..... (gold)	85 — @100 —
	STORE PRICES.
Bar, Swedes, ordinary sizes	110 — @ — —
Bar, Refined	— @ 77 50
Bar, Common	72 50 @ — —
Scroll	87 50 @115 —
Ovals and Half-round	95 — @110 —
Band	95 — @ — —
Horse Shoe	95 — @ — —
Rods, ⅜@3-16 inch	85 — @120 —
Hoop	105 — @145 —
Nail Rod ..... per lb.	— 7 @ — 7½
Sheet, Russia, as to No.'s ..... (gold)	— 11 @ — 11½
Sheet, Single D. and T. Common	— 4¾@ — 5¾
Rails, English ..... (gold) ..... per ton.	59 — @ 60 —
Rails, American, at Works in Penna..c'y.	71 — @ 72 —
Anvils, (Eagle) ..... per lb currency.	— 8 @ — —

STEEL—DUTY: Bars and Ingots, valued at 7 cents per lb., or under, 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 2½ cents per lb., and 10 per cent. ad val. (Store prices.)

English, Cast..(2d and 1st qualnty). per lb.	— 15 @ — 18
English Spring (2d and 1st quality)	— 7 @ — 10
English Blister (2d and 1st quality)	— 10 @ — 17
English Machinery	— 11½@ — 14
English German (2d and 1st quality)	— 13 @ — 15
American Blister "Black Diamond"	— — @ — 12
American, Cast, Tool, do.	— — @ — 18
American, Spring, do.	— 9 @ — 11
American Machinery do.	— — @ — 12
American German do.	— 9 @ — 12

NAILS—DUTY: Cut, 1½; Wrought, Horse Shoe, 2½ 5 cents per lb. (Cash.)

Cut, 4d.@10d ..... per 100 lb	4 25 @ ——
Clinch	— — @ 6 —
Horse Shoe, Forged (No. 10 to 6) ..... per lb.	— 23 @ —28
Copper	— 36 @ —36

TIN—DUTY: Pig, Bars and Block, 15 per cent. ad val.; Plate and Sheets and Terne Plates, 25 per cent. ad val.

Banca ..... (gold). per lb.	— 43 @ — 43½
Straits ..... (gold).	— — @ — 38
English ..... (gold).	— 36¾@ — —

Plates—Fair to good brands.	Gold.	Currency.
I. C. Charcoal.... per box.	8 75 @ 9 —	10 — @ 10 50
I. C. Coke	7 — @ 7 75	8 25 @ 9 25
Coke Terne	6 — @ 6 25	7 25 @ 7 75
Charcoal Terne	7 75 @ 8 25	9 — @ 9 50

PETROLEUM—DUTY: Crude, 20 cents; Refined 40 cents per gallon.

Crude, 40 @ 48 gravity (in bulk)..per gall.	— — @ — 14¾
Crude, 40 @ 47 gravity (in shipping order)	— 19 @ — 19½
Refined, prime L. S. to W. (110 @115 test)	— 26 @ — —
Refined, Standard White (in ship'g order).	— 27½@ — 27½
Refined, prime White (in shipping order).	— 27¾@ — —
Refined, S. W. (in jobbing lots)	— 28 @ — 29
Refined, S. W. (in tin)	— 31¾@ — 33½
Naptha, Refined, (65 @ 73 gravity)	— 9½@ — —
Residuum ..... per bbl.	4 — @ — —

GLASS.—DUTY: Cylinder or Window Polished Plate, not over 10 by 15 inches, 2½ cents per sq. foot; larger and not over 16 by 24 inches, 4 cents per sq. foot; larger and not over 24 by 30 inches, 6 cents per sq. foot; above that, and not exceeding 24 by 60 inches, 20 cents per sq. foot; all above that, 40 cents per sq. foot; on unpolished Cylinder, Crown and Common Window, not exceeding 10 by 15 inches square, 1½; over that, and not over 16 by 24, 2; over that, and not over 24 by 30, 2½; all over that, 3 cents per lb.

American Window.
(Single Thick.)

Sizes.	1st. A.	2d. B.	(Old List.) 3d. C.	4th. D.
6 by 8 to 7 by 9	$7 75	$7 00	$6 50	$6 00
8 by 10 to 10 by 15	8 25	7 50	7 00	6 50
11 by 14 to 12 by 18	9 75	9 00	8 00	7 00
14 by 16 to 16 by 24	10 50	9 50	8 50	7 50
18 by 22 to 18 by 30	12 25	11 25	10 00	8 00
20 by 30 to 24 by 30	15 00	13 75	11 50	9 00
24 by 31 to 24 by 36	16 50	15 00	12 50	10 00
25 by 36 to 30 by 44	17 50	16 00	14 50	12 50
30 by 46 to 32 by 48	20 00	18 00	15 50	13 50
32 by 50 to 32 by 56	22 00	20 00	17 00	14 50
Above	25 00	23 00	20 00	16 00

(The above subject to a discount of 55@60 per cent.)

French Window—1st, 2d, 3d and 4th qualities.

(Single Thick.)	(New List, Aug. 20th.)
6 by 8 to 8 by 10 .....(4 qlts.)...per 50 feet.	10 — @ 7 75
8 by 11 to 10 by 15....(4 qlts.)	10 50 @ 8 —
11 by 14 to 12 by 18....(4 qlts.)	12 — @ 9 25
14 by 16 to 16 by 24....(4 qlts.)	12 50 @ 9 75
18 by 22 to 18 by 30....(4 qlts.)	15 — @10 50
20 by 28 to 24 by 30....(4 qlts.)	18 50 @12 —
26 by 28 to 24 by 36....(4 qlts.)	19 50 @12 50
26 by 34 to 26 by 40....(3 qlts.)	21 50 @16 —
28 by 38 to 28 by 44....(3 qlts.)	22 — @16 50
28 by 46 to 30 by 48....(3 qlts.)	23 — @17 —
30 by 50 to 32 by 52....(3 qlts.)	24 50 @18 —
32 by 54 to 34 by 56....(3 qlts.)	26 50 @19 50
34 by 58 to 34 by 60....(3 qlts.)	30 — @22 —
36 by 60 to 40 by 60....(3 qlts.)	36 — @28 —

(Subject to a discount of 55@65 per cent.)
English sells at 40@50 per cent. off the above rates.

New York Stock Exchange.

Actual Sale Prices for the week ending June 15.

	Th.9.	F.10.	Sat.11.	M.13.	Tu.14.	W.15
Canton Co.	....	....	67⅝	....	....	....
Central Pacific 6s	93	....	93	93	93	....
Central of N. Jersey	110½	110½	110	110	109½	
Chicago & Alton	118	....	....	....	....	118
" pref.	....	....	....	....	....	....
" 1 M	....	....	....	....	....	....
" S. F.	....	....	....	....	....	....
" Inc. bds	92½	....	....	....	....	....
Chicago, Burl. & Q.	159	....	....	....	....	160
" 8s, 1883	113⅞	....	....	....	....	114
Chi. & Gt. Eastern 1st m.	....	....	....	....	....	....
Chic. & Northwestern	85	85½	85	84½	84¼	84½
" pref.	91¾	92¼	92½	90x	90⅝	90½
" 1st M.	....	....	....	....	....	....
" S. F.	....	....	....	....	....	....
" Consol.	....	....	....	....	....	92
Chic., Rock Isl. & Pac.	121¾	121½	121¼	122	122	122½
Chicago & R. I. 7s, 1870	....	....	....	102¾	....	....
Chi., R. I. & Pa. 7s, 1896	....	....	....	99¾	....	....
Clev., Col., C. and Ind.	....	....	....	....	....	....
Clev. and Pittsburg	110½	110½	110½	108⅞	109½	
" 2 M.	....	....	....	....	....	....
" 3 M.	....	....	....	....	....	....
" 4 M.	78¾	....	....	....	....	78¾
Clev. and Toledo	....	....	....	....	....	....
" S. F. 7s	....	....	....	....	....	....
Col., Chi., & Ind. C.	20	20¼	20⅝	20½	2 ⅜	21½
" 1 M.	82½	82¾	82¼	82⅝	83	83
" 2 M.	....	65	65	....	....	....
Cumberland Coal pref.	....	....	....	....	....	....
Del. & Hudson Canal	....	....	123	124	....	....
Del. Lack. & Western	111	111¾	....	....	111½	
" 1 M. 7s	....	....	....	....	....	....
" 2 M. 7s	....	....	....	....	....	....
Dubuque & Sioux City	106¾	106½	....	106½	....	....
Erie Railway	22¾	22¾	22	22¾	22¼	21⅞
" pref.	....	....	....	....	....	....
" 1 M. 7s, 1897	....	99	....	....	....	....
" 2 M. 7s, 1879	....	....	95½	....	....	....
" 3 M. 7s, 1883	....	....	....	91	....	....
" 4 M. 7s, 1880	....	83½	83½	83⅜	....	....
" 5 M. 7s, 1888	....	....	....	78½	....	....
Great Western 2d mort.	81	80½	80¾	....	81½	81½
Hannibal & St. Joseph	119	....	118	118	....	....
" pref.	118	....	117½	118	118½	
Hudson River	....	....	....	....	....	....
" 1 M. 7s, 1869	....	....	....	....	....	....
" 2 M. S. F.	106	....	....	....	....	....
" 3 M. 7s, 1875	....	....	....	....	....	....
Illinois Central	140¾	140½	....	140	140½	141¾
" bonds	....	....	....	....	....	....
Lake Shore & Mich. S'th.	98¾	97⅞	98½	98½	98⅝	99½
Lake Shore Div. bonds	....	....	....	....	....	....
Marietta & Cin. 1st pref.	....	....	....	19	....	....
" 2d pref.	....	....	....	....	....	....
Michigan Central	125⅞	125¾	125	....	....	....
" S.F. 8s, 1882	....	....	....	120	....	....
" conv. 8s, '69	....	....	....	....	....	....
M. S. and N. I. 1 M. S. F.	....	100	....	100	100	
" 2 M.	....	....	....	....	94½	
Mariposa Mining Co.	....	....	....	....	....	....
" pref.	15	16	17	16	16½	....
" Tr. 10s ctfs.	....	....	....	....	....	....
Milw. and St. Paul	68	68½	67⅞	68	....	67¾
" pref.	82⅜	82⅜	82¼	82½	82¼	....
" 1st mort.	95	....	95	....	....	....
" 2d mort.	....	....	....	....	....	....
" 8s	....	....	....	....	....	....
" 7 3-10s con.	94	93⅞	....	94	....	
Missouri 6s	94½	94	91½	94	93½	94
" H. & St. J. iss.	....	....	....	....	....	....
Morris and Essex	94½	91½x	....	....	90½	....
" 1st mort.	....	....	....	....	....	....
" 2d mort.	....	....	....	....	....	....
New York Central	....	....	....	....	100½	
" 7s, S.F. 1876	102	....	....	....	102½	
" 7s, conv. '76	....	....	....	....	....	....
" 6s, S.F. 1883	93	93	93	....	....	....
" 6s, S.F. 1887	....	....	....	....	....	....
N. Y. Cen. & Hud. Riv.	101	100½	100½	100½	100⅝	....
" certificates.	96¾	95⅞	95½	95¼	95¾	95¾
N. York and Harlem	144½	144½	....	144½	....	
" pref.	....	....	....	....	....	....
" 1 M. 7s, 1873	....	....	....	....	....	....
N. Carolina 6s	48½	....	48¾	....	....	....
" new	25	24½	24	24½	25	24¾
Ohio and Miss.	41¾	41½	40⅞	40½	40¾	41
" pref.	75½	75½	75½	....	....	....
" 1st M.	....	....	....	....	....	....
Pacific Mail S. S. Co.	44	44¾	45¼	44¾	44½	44
Panama	147	....	....	147	....	144½
Phila. and Reading	107¼	106¾	107¼	106¾	107½	107⅜
Pitts., Ft. W. & Chi. gtd.	96¾	96¾	96½	97	96¾	97
" 1 M.	105	....	....	....	....	....
" 2 M.	....	....	....	....	....	....
" 3 M.	....	....	....	....	....	....
Quicksilver Mining Co.	....	....	....	....	....	8
St. L., Alton & T. H.	....	....	....	....	....	....
" pref.	....	....	....	....	....	....
" 1 M.	....	....	....	....	....	....
" 2 M. pref.	....	....	....	....	....	....
" Income bds.	....	....	....	77¾	....	
Tennessee 6s	63	64	62½	63⅜	64	63½
" new	61½	61⅞	61½	61⅜	62⅝	61⅞
Tol., Wab. & Western	61½	60¾	60½	59	59⅝	60⅜
" pref.	....	....	....	75	....	....
" 1 M. ex.	....	....	....	....	93	....
" 2 M.	....	....	....	....	84	....
" Equipment	....	....	....	....	....	....
Union Pacific 1st mort.	87½	....	87	....	87	
Virginia 6s, ex-coupon	....	....	....	....	69	
" new	68	....	....	....	....	....

New York Stock Exchange.

Actual Sale Prices for the week ending June 15.

	Th.9.	F.10.	Sat.11.	M.13.	Tu.14.	W.15
FEDERAL STOCKS:—						
U. S. 5s, 1871, reg	....	....	....	....	....	....
U. S. 5s, 1871, coup	....	....	....	....	....	....
U. S. 5s, 1874, reg	....	....	....	....	....	....
U. S. 5s, 1874, coup	....	....	....	....	....	....
U. S. 5s, 10-40s, coup	108½	108⅝	....	108¼	108⅝	
U. S. 5s, 10-40s, reg	108½	....	108¼	....	....	108⅝
U. S. 6s, 1881, reg	....	....	....	....	....	115
U. S. 6s, 1881, coup	118½	....	118⅝	118½	118	118¼
U. S. 6s, '81, O.W.L. y	....	....	....	....	....	....
U. S. 6s, 1881, .. ½ y	....	....	....	....	....	....
U. S. 6s, 5-20s. reg. '62	111⅜	....	....	....	....	....
U. S. 6s, 5-20s, c. 1862.	112½	112½	112½	112	....	112½
U. S. 6s, 5-20s, reg. '64	....	....	....	....	....	....
U. S. 6s, 5-20s, c. 1864.	111½	111⅝	111¼	....	....	111½
U. S. 6s, 5-20s, reg. '65	111¼	....	....	....	....	111⅝
U. S. 6s, 5-20s, c. 1865.	111⅜	111½	....	111¼	....	111½
U. S. 6s, 5-20s, r. n. '65	....	113⅝	....	....	....	....
U. S. 6s, 5-20s, c. n. '65.	113⅝	113⅝	113⅝	113½	113½	
U. S. 6s, 5-20s, reg. '67.	110½	110½	....	....	....	....
U. S. 6s, 5-20s, c. 1867.	114½	113⅞	113⅞	113⅞	113⅝	114
U. S. 6s, 5-20s, reg. '68	....	....	....	....	....	....
U. S. 6s, 5-20s, c. '68	113⅞	....	....	....	....	....
U. S. 6s, Pac.R.R.issue	114½	114⅝	....	....	114½	....

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending June 14.

	W.8.	Th.9.	F.10.	Sat.11.	M.13.	Tu.14
Catawissa	....	....	....	....	....	....
.. preferred	38½	38	37⅝	....	37⅝	37⅝
Camden and Amboy	120¼	119½	119	....	119½	119¾
.. 6s, 1870	....	....	....	....	....	....
.. 6s, 1875	....	....	....	....	....	....
.. 6s, 1883	94	....	....	....	....	....
.. 6s, 1889	89½	90¼	....	....	....	....
.. mort. 6s, '89	....	....	....	....	94½	94
Elmira & Williamsport	....	....	....	....	....	....
.. pref	....	....	....	....	....	....
.. 7s	....	....	94⅞	....	....	....
Lehigh Navigation	35½	35¼	35	....	34⅞	34¾
.. 6s, 1884	....	....	....	....	86	....
.. Gold L	93	93	92½	....	93	93¼
.. R. R. L	91	....	91	....	....	91
Lehigh Valley R. R.	57¾	57¾	57⅞	....	58	58
.. 6s new coup	....	....	....	....	....	....
.. 6s new reg	....	....	....	....	....	....
Little Schuylkill R.R.	43¼	....	....	....	....	....
.. 7s	....	....	....	....	....	....
Minehill	54½	54½	....	....	....	....
Morris Canal	....	....	....	....	....	....
.. pref	....	....	....	....	70	....
.. 6s, 1876	....	....	....	....	....	....
North Pennsylvania	42	....	....	....	....	....
.. 6s, 1880	....	....	....	....	....	....
.. 7s	90¼	90¼	....	....	90¼	90
.. 10s, 1887	109½	....	....	....	....	....
Northern Central	....	45½	....	....	....	....
Pennsylvania R. R.	58	57½	57¾	....	57⅞	57½
.. 1st M	....	103	....	....	....	....
.. 2d M	....	....	....	....	98⅜	98½
Penn. State, 6s, 1st series	....	105¼	....	....	....	....
.. 6s, 2d series	....	....	....	....	....	....
.. 6s, 3d series	....	....	....	....	....	....
.. 6s, W. L.	104	104	104¼	....	....	....
Philadelphia City, 6s	....	....	98	....	....	....
.. new	100½	100½	100⅝	....	100⅝	100⅝
Philad., Germ. & Nor	....	85	....	....	85	....
Phila. & Reading	53¾	53¾	53⅝	....	53½	53⅝
.. 7s. 1893	....	105½	....	....	....	105¼
Philadelphia and Erie	30	29⅞	29⅝	....	....	....
.. 6s	92¾	....	....	....	....	....
.. 7s	....	92⅞	92⅞	....	92¾	93
Schuylkill Navigation	9	....	8½	....	....	8⅝
.. pref	18⅞	....	....	....	18½	18½
.. 6s, 1882	76½	76	76¾	....	76	....
.. 6s, 1876	....	....	....	....	....	....
.. 6s, 1872	....	....	....	....	....	....
Susq. Canal	....	....	....	....	....	....
.. 6s, 1878	....	....	....	....	....	....
Union Canal, pref	....	....	....	....	....	....
.. 6s, 1878	....	....	....	....	....	....
Hestonville, (Horse)	....	14½	14½	....	....	....
Chestnut & Wal.	....	....	....	....	45	....
Green & Coates	....	....	....	....	....	....
2d and 3d streets	....	....	....	....	....	45⅝
Spruce and Pine	....	....	....	....	....	....
13th and 15th sts.	20	....	....	....	....	21

Baltimore Stock Exchange.

Actual Sale Prices for the week ending June 14.

	W.8.	Th.9.	F.10.	Sat.11.	M.13.	Tu.14
Baltimore City 6s, 1875.	95½	95¼	95¼	....	....	95
.. 1886	95⅝	....	....	....	....	....
.. 1890	96	96¼	....	94¾	....	....
.. 1884	....	....	....	....	....	....
Balt and Ohio	140½	....	....	....	....	....
.. bonds, 1875	....	....	96	....	....	....
.. .. 1880	....	....	....	....	....	....
.. .. 1885	94½	....	....	....	....	94½
Marietta & Cin. 1st M	93	93	92⅞	....	....	94
.. 2d M	74½	....	74⅝	74¼	....	74⅝
Northern Central	44	....	....	....	....	45⅝
.. bonds, 1885	....	....	....	....	....	....
.. .. 1900	....	....	....	....	....	....
N. W. Va. 1st mort	....	....	....	....	....	....
.. 2d mort	....	....	....	....	....	....
.. 3d mort	....	....	....	....	....	....
City Passenger R. R.	....	....	....	....	....	....

Boston Stock Exchange.

Actual Sale Prices for the week ending June 15.

	Th.9.	F.10.	Sat.11.	M.13.	Tu.14.	W.15
Boston and Albany	....	152¼	....	....	....	153
Boston and Lowell	....	....	....	....	....	....
Boston and Maine	....	....	....	....	....	....
Boston and Providence	....	143¾	....	....	....	143¾
Boston, Hartford & Erie	5⅜	5¼	5⅜	5⅛	5⅜	5
.. 7s, new	32¾	33	33	33½	33⅜	33¾
Cheshire, pref	....	....	91¾	....	....	92
Concord	....	75	....	....	....	....
Connecticut River	....	....	138¼	....	....	138¾
Eastern	124	124	....	124	....	124¼
Fitchburg	137	....	....	....	136½	137½
Manchester & Lawr'ce	....	....	....	....	....	133
Michigan Central	....	....	126½	....	....	125¼
Northern, N. H	....	....	....	115	....	115
Ogdens. & Lake Champ	91½	93	94¼	95	95	95
.. pref	....	....	....	....	....	....
Old Colony & Newport	....	....	100	....	99⅝	99¼
Ph., Wil. & Baltimore	56½	....	56	....	55¼	55¼
Portl'd, Saco & Ports	....	....	....	....	....	....
Union Pacific	43½	44	....	44	....	44
" 6s		84¾	84¾	84½	....	84⅜
" Land Grant 7s	77	77	....	....	77	77
" Income 10s	87⅝	87½	87⅝	....	87½	87½
Vermont & Canada	102	....	102¼	102½	....	....
Vermont & Mass	....	....	....	....	....	....
South Boston (Horse)	....	....	....	....	....	....
Cambridge	....	....	....	....	....	101½
Metropolitan	69¼	....	69¼	....	....	....
Middlesex	....	....	....	....	....	....
Central Mining Co	....	....	....	....	....	....
Copper Falls	....	....	....	....	....	44
Franklin	....	....	....	....	....	4
Huron	....	....	....	....	....	....
Isle Royale	....	....	....	....	....	....
National	....	....	....	....	....	....
Pewabic	2	....	....	....	....	....
Pittsburg	....	....	....	....	....	....
Quincy	....	....	18	....	....	....

London Stock Exchange.

	Closing Prices. June 3.	May 27.
Atl. & Gt. West. N. Y. sec. 7 per ct		
1st mort., 1880	70 — 75	65 — 70
Do. do., 2d mort., 1881	65 — 70	60 — 65
Do. Penn., 1st mort., 1877	68 — 72	65 — 70
Do. do., 2d mort., 1882	65 — 70	60 — 65
Do. Consol. 7 per cent. mort. 1890	29½— 30	28 — 29
Detroit and Milwaukee 1st mort. 7s	70 — 75	70 — 75
Do. 2d mort. 8 p. c.	70 — 75	70 — 75
Erie shares 100 dol. all paid	18½— 19	18½— 19
Do. sterlg. 6 p. c. convertible bonds	64 — 68	64 — 68
Do. 3d mort. 7 p. c. 1883	70 — 75	70 — 75
Illinois Central, 6 per cent., 1875	— — —	— — —
Do. Redemption mort. bonds 6 p. c.	100 —102	100 —102
Do. 7 per cent., 1875	88 — 92	88 — 92
Do. 100 dol. shares, all paid	109½—110½	110½—111½
Marietta and Cin. R. R. bonds 7 p. c.	82 — 84	82 — 84
New York Central, 100 dols. shares	— — —	— — —
Panama General mort. 7s, 1897	101 —103	101 —103
Penn. R. R. bonds, 2d mort. 6 per ct.	97 — 99	97 — 99
Do. General mort. 6 p. c. 1910	91½— 92½	92 — 93
Do. $50 shares	44 — 46	46 — 48
Philadelphia and Erie 1st mort. 1881.	92 — 94	92 — 94
Do. with option to be paid in Phila.	92 — 94	92 — 94

American Railroad Journal.

Saturday, June 18, 1870.

Stock Exchange and Money Market.

The Money market has been quite easy for responsible borrowers all through the week at from 3@5 per cent. on call, and 5@7½ per cent. per annum in the discount line. The offerings of money, particularly on private account, have been largely in excess of the demand, which, though fairly active, has not been urgent at the ruling figures. The city banks, in their last weekly statement, showed a loss of 5½ millions of deposits, 2½ millions of specie, and about 1⅛ millions of legal tender notes. The loan and discount averages were reduced some three millions. The currency balance of the U. S. Sub Treasury at this port was increased over two millions, and the specie reserve was also slightly augmented.

The specie reserve of the city banks according to the latest return is $28,523,819, against $19,053,580 same time last year. The city bank deposits are now $220,699,290, against $193,886,905 week ending June 12, 1869. The legal tender reserve amounts to $60,159,170, against $50,859,258 same time last year. The circulation now stands at $33,142,188, against $34,144,790 same time last year. The loans are now $276,419,576, against $271,983,735 at this date last year. The Bank Exchanges at the Clearing House through the past week, averaged about $95,855,343 a day, against a daily average of $85,575,445 the preceding week, and $96,104,000 the week ending with May 28, 1870. The current weeks' exchanges average about 97¼ millions a day. The city banks, last week, reported a loss of $2,425,671 of specie, $5,492,507 of deposits, and $1,131,140 of legal tender notes. They reduced their loans, $3,066,158; and their circulation, $142,895.

The city bank exchanges on Wednesday were about 81 millions.

National Bank notes to the amount of $281,770 were issued last week by the Treasury Department, making the total issue to 1,692 banks thus far, amount to $325,093,166, against $282,555,440 at the close of the fiscal year ending June 30, 1866. From the total issue is to be deducted the currency returned, including worn out notes, amounting to $25,489,104, leaving, with the existing 1,614 banks, (having an aggregate capital of $427,004,247,) an actual circulation at this date, of $299,504,062. The United States bonds held by Treasurer Spinner in trust for National Banks as security for circulating notes amount to $342,224,550; and for the public deposits, $16,334,000—making a total of $358,558,550. The Treasury Department last week redeemed and destroyed $585,900 of worn and mutilated fractional currency, and issued $378,755 of new.

The U. S. Sub-Treasury receipts, week ending with June 11, were $3,026,581 in coin, (including $2,432,000 from customs duties,) and $5,020,104 in currency; payments, $2,831,333 in coin, (including $481,029 of coin interest,) and $2,927,220 in currency; balance at the close of the week, $87,923,661 (including $75,523,514, of coin, and $11,010,645 of currency,) against $87,634,564 at the close of the preceding week, showing an increase of $289,097. The business of the Office on the first two days of the current week, was as follows: On Monday, receipts, $558,768 in coin, (including $385,419 from customs,) and $1,042,752 in currency; payments, $89,024 in coin, (including $81,000 of coin interest,) and $303,623 in currency. On Tuesday, receipts, $460,054 in coin (including $372,439 from customs), and $620,224 in currency; payments, $61,858 in coin (including $58,000 of coin interest) and $2,250,345 of currency. The balance at the close of business on Tuesday stood at $87,747,582, (including $10,119,650 of currency, and $76,391,455 of coin,) against $88,166,814 a week previous; and $84,540,121 on May 28, 1870. The aggregate receipts of the office in May were $63,496,243, including $11,985,468 from customs; aggregate payments, $67,207,341 including $16,919,624 of coin interest; balance at the close of the month, $84,520,151, against $88,231,250 at the close of April.

The U. S. Sub-Treasurer issued in May $5,409,500 of coin certificates.

The U. S. Sub Treasurer retired, last week, $2,113,291 of coin certificates, received for customs.

The U. S. Sub-Treasury general balance on Thursday morning was $87,570,287.

Government revenues yielded quite liberally, particularly in the excise form, during the week,

The excises, during the week yielded $5,620,085; customs at the port of New York, $2,318,291, and at the outports about $750,000 (in coin) more, making the grand totali ncome for the week equal to about $9,071,912 in currency. The receipts from excises, thus far in the current fiscal year, commencing with July 1, 1869, have been $170,-102,027.

Gold has been in less active request, even on speculative account, at from 113¾ down to 112⅝. The available supply has been more liberal, while the demand has been less confident. The export drain has been on a reduced scale. The specie shipments last week were only $843,824. On Wednesday of the current week, there were $159,-000 exported. Government marketed a million of Gold on Wednesday at 112 90. The bids reached an aggregate of $2,650,000. The award was made to a single firm at the rate named. Subsequently in the open market, the dealings showed some increase of activity and firmness, the price advancing to 113¼@113⅜, closing at 113¼.

The coin balance of the Treasury Department on Monday was $108,284,421, including $34,671,-000 on private deposit; currency balance, $20,-713,994.

The coin balance of the U. S. Sub-Treasury on Thursday morning was $77,010,997.

The customs demand for Gold last week, averaged $405,334 a day; thus far, this week, it has averaged $378,929 a day, or equal to a weekly aggregate of $2,273,574. The arrivals of specie from Europe, Havana and other foreign ports, during the week were $1,417; and since Jan. 1, 1870, $6,988,507, against $8,862,650 same time in 1869. The total customs revenue of the Government, in coin, at this port, thus far in the current fiscal year, commencing with July 1, 1869, has been $128,463,797 against $119,731,817, in 1868–'69.

The customs revenue of the port on Wednesday was $452,000.

The customs revenue at the port of San Francisco, from Jan. 1 to June 5th, was $3,107,000, against $2,931,000 same time last year.

The exports of specie, from this port, last week, were $843,824 against $403,024 same week last year; total, since July 1, 1869, $30,952,660, against $35,992,751 same time preceding fiscal year. Government disbursed last week through the U. S. Sub-Treasury here, on account of the coin interest on the public debt $481,029, and since July 1, 1869, $85,671,417 against $86,731,172 in 1868–'69.

The specie exports from San Francisco, from Jan. 1 to June 5, were $15,371,000, against $15,-115,000 same time last year.

The actual coin interest payments of the Sub-Treasury on Wednesday were $32,785.

Foreign Exchange has been in fairly active request, closing strong strong and buoyant. Cotton bills have been less plenty. Grain bills have been in better supply, as the result of the recent unusually heavy export purchases of wheat, chiefly for the French market. Bankers' sixty day bills on London closed on Wednesday at 109⅝@109⅞, and on Paris to 5.20c.@5.15; sight bills on London to 110⅛@110⅜, and on Paris to 5.14½c.@5.12½. The offerings of produce bills have been fair since our last. The week's exports of domestic produce have been to the currency value of $3,827,-468, making the total since July 1, 1869, $191,221,-145, against $159,401,393 same time preceding fiscal year.

Government securities have been offered rather moderately at the going rates, which show a slight decline leading to a fair trade in the favorite six per cents. Toward the close, the Washington telegrams were of a more assuring tenor, as to the prospects of the financial projects pending in Congress. Hence, the demand for the public funds, as well as for Gold, became somewhat brisker, the market closing rather bouyantly, on a slight improvement in current values.

U. S. sixes of 1881 closed here at 118⅛@118⅜; U. S. Five-twenties of 1862, 112⅛@112¼; U. S. Five-twenties of 1864 at 111⅜@111½; U. S. Five-twenties of 1865 at 111⅜@111⅝; U.S. Five-twenties of 1865 consolidated, 113¾@113⅞; U. S. Five-twenties of 1867, 113⅞@114; U. S. Five-twenties of 1868, 113⅞@114; U. S. Ten-forties at 108⅜@108½; U. S. Six per cent. currency bonds, 114¼@114½.

State bonds have been in quite active demand at the advanced ruling prices.

Railway bonds have been in more request, including Central Pacific Sixes, which closed at 93@93¼. Union Pacific Sixes at 87@87½.

Railway and miscellaneous share property has been quite moderately dealt in, but quoted, in the main firm.

At Frankfort on Wednesday U. S. Five Twenties closed at 96⅛.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	May 26.	June 8.	June 15.
Consols	*93⅛	92¾	94⅞
U.S. 5-20's of 1862	89⅜	89½	90¼
U. S. 5-20s, 1865	88⅝	88⅞	88⅜
" 1867	90⅞	91	91⅛
" 10-40s	86¼	86½	87¼
Erie	18¾	18½	18¼
Ill. Central	110	111½	114
At. and Gt. West	29	30	28

* Ex dividend.

An unusually active business has been reported in Breadstuffs at advanced prices for Flour and Wheat, which have been most sought after, largely for shipment to Havre. Cotton has been dull and lower. Provisions quiet, but held with firmness. Petroleum has been in fair demand at about steady rates. Middling upland cotton closed heavily on Wednesday at 21¾ cts. per lb. The stock of cotton now here is given at about 47,-500 bales. The receipts at the port this week, have averaged about 1,900 bales a day. The receipts at all the ports, thus far in the year commencing with Sept. 1, 1869, have been 2,751,752 bales, against 2,001,671 bales in 1868–'9; exports, same time 2,010,023 bales, against 1,393,261 bales same time in 1868–'9; stock on hand at latest dates, 244,600 bales, against 112,650 bales same date 1869. The exports of domestic cotton goods from this port, since Jan. 1, 1870, have been 6,974 pkgs., against 12,937 pkgs., same time in 1869. From Boston, 1,555 pkgs. in 1870, against 4,056 pkgs. same time in 1869.

At the Live Stock markets, this week, Beeves have been in fair demand at from 13@17½c. per lb.; week's receipts, 6,444. Milch cows have been very quiet, at $40@$100 each, receipts, 66. Veal calves have been moderately active at from 6@10½c. per lb.; receipts, 3,298. Sheep have been in less request at from 4@8c.; lambs at 8@13c. per lb.; receipts, 21,603. Swine dull at 9½@10c. per lb., all live weight; receipts, 13,816.

Foreign goods have been in moderate request at generally fairly supported rates.

The ocean freight market has shown much more annimation in the line of Breadstuff and Petroleum engagements, mainly for French and German ports, at firmer rates. For Liverpool we we quote flour at 1s. 6d. by sail, and 1s. 9d. by steamer, per bbl.; grain at 5@5¼d. by sail, and 5¼@5½d. by steamer, per bushel; cotton at ⅛d.@$\frac{3}{16}$d. by sail and ¼d. by steamer per lb.; and heavy goods 12s. 6d.@25s. by sail, and 17s. 6d. @35s. by steamer, per ton. For Havre, flour at 65@70c., gold, per bbl.; and wheat, 7½@8½ d. per bushel. Total number of vessels in port on Wednesday, 467.

The following will show the exports (exclusive of specie) from New York to foreign ports for the week ending June 14, and since the beginning of the year:

	1869.	1870.
For the week	$4,353,482	$3,827,468
Previously reported	75,181,940	76,288,101
Since Jan. 1	$79,535,422	$80,115,569

The imports for the week ending June 11, and since the beginning of the year, have been as follows:

	1869.	1870.
Dry goods	$1,146,426	$1,368,466
Gen. merchandise	4,479,424	3,417,005
Total for the week	$5,625,850	$4,785,471
Previously reported	140,338,004	130,402,543
Since January 1	$145,963,854	$135,188,014

The balance in the Sub-Treasury on Wednesday was $87,570,287 29.

The following quotations of sales of Railway and other securities are n addition to those given elsewhere in our columns:—

New York.—Great Western (Ills.) 1st mort., 1888, 90; Toledo, Peoria and Warsaw 1st mort., W. D., 82½; do. E. D., 82½; Central of New Jersey new bonds, 102¾; Chicago and Gt. Eastern Income bonds, 39½; Chicago and Milwaukee 1st mort., 92¾; Quincy and Toledo 1st mort., 83½; Toledo, Wabash and Western consol. bonds, 82½; Morris and Essex const. bonds, 90; Ohio and Mississippi consol. bonds, 90½; Milwaukee and St. Paul 1st mort., Iowa Div., 90; North Missouri 1st mort., 88½; Am. Dock and Imp. 7s, 97; Long Dock bonds, 87½; Pacific 7s, guar. by Mo., 100; St. Louis, Jacksonville and Chicago 1st mort., 92½; Rome Watertown and Ogdensburg R. R., 120; Long Island R. R., 62; NewJersey R. R., 119; Hartford and New Haven R. R., 173½; New York and New Haven R. R., 159; St. Louis and Iron Mt., 49; do., 1st mort., 89⅛; Georgia 6s, 88; Alabama 5s, 76; Louisiana 6s, 77; do. 6s, Levee bonds, 75⅞; do. 8s, Levee bonds, 93; Arkansas 7s, issued to L. R. and F. S. R. R. Co., 76; South Carolina 6s, new, Jan. and July, 82¼; Western Union Telegraph, 34; Atlantic Mail S. S. Co., 35¼; Am. Mer. Union Exp., 45¼; U. S. Exp., 45¼; Adams Exp., 63⅞; Brooklyn 6s, W. L., 95; Jersey City W. L., 96; Cumberland Coal and Iron, 40; Black Hawk gold, 0.28; Casco gold, 0.84; Central gold, 0.24; Consol. Gregory gold, 1.10, Grass Valley gold, 0.39; Quartz Hill gold, 0.22; Smith and Parmalee gold, 0.95.

Philadelphia.—Wyoming Valley Canal 6s, 72½; Oil Creek and Allegheny River R. R., 46¾; do. bonds, 82; Belvidere Delaware 2d mort., 85; do. 3d mort., 84; Warren and Franklin 7s, 86; Penn. and New York Canal 7s, 91¾; Lehigh Conv. Loan, 80½; West Jersey R. R. 7s, 96½; Perkiomen bonds, 77; Sunbury and Erie 7s, 101; Phila. Wil. and Balt. R. R. 6s, 93¾; Stubenville and Indiana 6s, 72½; Pennsylvania Gen. mort. coupon, 96¾; do. reg., 95; East Pennsylvania R. R., 42½; West Pennsylvania R. R., 81; Germantown Passenger R. R., 30; Union Pass. R. R., 43; Delaware Division Canal, 47; Penna. coupon 5s, 100⅜; Pittsburg 7s, 75; Shamokin Coal, 5; Clinton Coal, ½; New Creek, 7-16; Dalzell oil, ⅜; Ocean ore, 0.69. The latest quotations are: City 6s, 98@99; do., free of tax, 100⅜@100⅜; State 5s, coupon, 103¼@—; do., 6s, W. L., 104@104; do. 1st series, 105¼@105¼; do., 2d series, 108@108; do., 3d series, 110¼@111½; Reading, 53¾@53⅞; do., 7s, 1893, 105@105½; do., mort. 6s, 1880, 93½@—; Camden and Amboy, 119¼@119½; do., mort. 6s, 1889, 94@94½; do., 1883, 92½@94; do., 1889, 89¾@90¼; Penn. R. R., 57⅛@57¾; do., 1st mort., 102@103½; do., 2d mort., 98⅜@98½; Little Schuylkill R. R., 43¾@44; Morris Canal, 25@30; do., pref., 70@70; do., 6s, 80@83; do., scrip 7s, 78½@—; Susquehanna Canal, 5½@6; do., 6s, 45@48; Schuylkill Nav., 8@8½; do., pref., 18@18½; do. 6s, 1882, 75@76; Elmira and Williamsport pref., 40@45; do., 7s, 1873, 94@95; do., 5s, 59@60½; Lehigh Coal and Navigation, 35¼@35½; do., 6s, 1884, 86@86½; do., R. R. Loan, 91@91½; do. Gold Loan, 89½@89⅝; North Pennsylvania, 40@43; do., 6s, 96@97; do., 7s, 90@90¼; do., Chattle 10s, 109@110; Philadelphia and Erie, 29⅜@29⅝; do., 6s, 91@92; Minehill, 53⅞@54; Catawissa, 13@—; do., pref., 37¾@38; Lehigh Valley, 57⅞@58; do. 6s, 98@100; do., 6s, reg., 95@96; Fifth and Sixth streets, (horse,) 38@40; Second and Third, 46@46¼; Thirteenth and Fifteenth, 20@21; Spruce and Pine, 23½@24; Green and Coates, 39@39; Chestnut and Walnut, 44½@45½; Hestonville, 14⅛@14½; Union, 43@43¼.

Boston.—Vermont Central 1st mort., 86¼; do., 2d mort., 43½; Vermont Central and Vermont and Canada 8s, 104; Eastern R. R. 6s, 1889, 96¼; do., 1885, 95; do., 1874, 99; Kalamazoo, Allegan and Grand Rapids 8s, 95⅜; Burlington and Missouri River R.R., 7s, Land Grant, 87¼; Stanstead, Shefford and Chambly 7s, 82¾; Ogdensburg and Lake Champlain 8s, 102½; Cedar Rapids and Missouri R. R. 7s, 1916, 87¾; Kalamazoo and South Haven R. R. 1st mort., 8s, 92; Rutland pref., 76; do., 7s, 1880, new, 78¼; Norwich and Worcester R. R., 106½; Indianapolis and Cincinnati R. R., 16; Summit Branch R. R., 40½; Cincinnati, Sandusky and Cleveland, R. R., 35; do., 7s, 1890, 83¼; Connecticut and Passumpsic Rivers pref., 93¾; do., 6s, 1876, 94¼; Eastern (N. H.) R. R., 117½; Boston Water Power Co., 16¾; Cary Imp., 7⅛; Waverly Land, 1½; Rhode Island 6s, 1894, 101⅞; Maine 6s, 98⅛; Massachusetts 5s, 1874, gold, reg., 103; do. 5s, 1893, gold, reg., 98; do. 6s, 5-20s, currency, 100⅞; Bath 6s, 1882, 92; do., 1891, 90¼; Salem 6s, 1898, 99⅜; Cook Co., Ills., 7s, 1885@1890, 96¾; Chicago 7s, sewerage, 99; do., Water Loan, 99; Brooklyn 6s, W. L., 93¼; do., 7s, 101⅜; Charlestown 5s, 1877, 91¾; do., 6s, 1876, 99¾; Portland 6s, 1887, R. R. Loan, 91¾; Roxbury 5s, 1877, 91⅞; Cambridge 6s, currency, 91; Covington 7 3-10s, 100; Allouez Mining Co., 87½c.; Hancock, 1.

Baltimore.—Virginia 6s, old, reg., 54; Orange, Alex. and Manassas 7s, 79½; Central Ohio R. R. 1st mort., 84½; Western Maryland 2d mort., pref., 66; Northern Central 6s, gold, 1900, 98; Orange and Alexandria 4th mort., 75; City 5s, 74; Memphis City 6s, 54⅛; George's Creek Coal, 63; Bare Hill Mining Co., 0.26. The latest quotations are: Pittsburg and Connellsville 7s, 1898, 92@93⅛; Baltimore and Ohio, 140@142; do., 6s, 1875, 95¾@96; do., 1880, 95¾@96¼; do., 1885, 94⅛@95; Northern Central 45@46; do., 6s, 1885, 92@92½; do., 1900, 87¼@87¼; do., 6s, 1900, gold, 98@99; Parkersburg Branch, 23½@26; N. W. Va. 1st mort., 96@—; do. 2d mort., 95@96¼; do., 3d mort. 1885, 94@95; Marietta and Cincinnati 7s, 1892, 93¼@94¼; do., 2d mort., 75@75; Central Ohio, 24@24; do., 1st mort., 84½@84¾; Western Md. 6s, 1890, 78½@80; do., guar., by Baltimore City, 92@92⅛; do., 2d mort., guar., 85@88; do., 6s, pref., 66@66½; do., 6s, guar., by Washington Co., 84½@85; Richmond and Danville bonds, 76½@77; Orange and Alexandria 1st mort., 6s, 79@79⅛; do., 2d mort., 6s, 79@80; do, 3d mort., 8s, 83@85; do., 4th mort., 8s, 74½@75; Orange, Alexandria and Manassas 7s, 79⅜@79½; Virginia and Tennessee 8s, 85@89¼; do., 6s, 1st mort., 81@—; do., 6s, 2d mort., 75@76½; Baltimore 6s, 1875, 95@95½; do., 1884, 94@96; do., 1886, 96¼@96½; do., 1890, 94½@—; do., 1893, 93@94½; do., 5s, 1838-'70, 76@80; Memphis City 6s, 51¼@54¾; Maryland Defense Loan, 1883, 100@102¼; City Passenger R. R. 21⅝@23; George's Creek Coal, 63@64; Atlantic Coal, 2.00@2.50; Bare Hill, 0.25@0.30.

Franklin Forge.

The owners and proprietors of the long established and well-known FRANKLIN FORGE, having concluded to retire from business, offer for sale the entire establishment on the corner of First-ave. and East Twenty-fifth st., N. Y. There are 6 LOTS fronting on the avenue and three on Twenty-fifth st., running through to Twenty-sixth st., making together one of the largest available pieces of property now in that section of the city. The tools embrace everything necessary to carry on the business of Forging and Finishing in all its branches, and capable of making and finishing Shafts, Cranks, etc., of the largest size, as they have done for the last 20 years. This being the only Forge in the city, offers superior inducements to any one wishing to engage in that business. The property will be sold entire or in separate parcels.

For particulars apply to the office of the FRANKLIN FORGE, corner First-ave. and East Twenty-fifth st.

TUGNOT, THOMPSON & CO.

☞ The attention of Railroad Companies and Car Builders is called to the advertisement of Messrs. Geo. W. Reade & Co. This old established firm is prepared to supply all kinds of veneers for Railroad Companies and Car Builders.

☞ The completion of the Cherry Valley, Sharon and Albany railroad was celebrated by an excursion and barbacue on the 15th inst.

The New Railroad Bridge over the Connecticut River.

The new bridge constructed by the "New York and Boston Shore Line," over the Connecticut River at Lyme, was formally opened on the 11th inst. The entire length of the bridge is 1,130 feet. The substructure consists of fourteen column piers to support the stationary spans, besides the abutments at the shore ends, and eleven column piers to support the turn-table and draw, or swing span. Each column pier is formed by driving a number of piles in close proximity, covering in the aggregate an area of five feet square. The piles are firmly bolted together; iron cylinders, some seven or eight feet in diameter, are then let down in sections over the piles so as to completely surround them, and the space between the cylinder and piles is filled up with concrete. This portion of the work was done under the patent of S. B. Cushing, the engineer in charge of the substructure, assisted by Col. J. A. Monroe.

The stationary spans of the bridge are constructed upon the truss principle, of wood and iron, according to Howe's patent. The draw or swing span is constructed entirely of wrought iron, except the flooring, which is of wood. The draw turns upon a table of Seller's patent. It is 280 feet long, leaving ample room when open for the passage of the largest sized vessels. It is built on the old Pratt style, with some peculiarity in arrangement of the gallows-frame and cords, designed by the contractor, Mr. J. R. Smith, of Springfield. The draw is provided with friction rollers under the center and ends to facilitate the operation of turning it, which can easily be done by two men.

The anticipated strain upon the bridge is estimated at 2,500 pounds to the running foot, while the breaking weight is set down at five times the figures given. The cost of the bridge has been about $225,000.

Baltimore, Pittsburg and Western Railway.

The Toledo *Commercial* says that the certificate of incorporation of the Baltimore, Pittsburg and Western Railway Company has been filed at the Secretary of State's Office. The proposed road is to extend from the eastern line of Ohio, in Unity township, Columbiana county, to the western line of the State in Harrison township, Paulding county, passing through the counties of Columbiana, Mahoning, Portage, Summit, Medina, Lorain, Huron, Seneca, Hancock, Putnam and Paulding, via Salem and Akron. The capital stock is $3,000,000, in shares of $50. The corporators are Lewis Miller, Charles Brown, David L. King, Zadoc Street, Thos. C. Boone, Amos Rank, Samuel H. Bradley, Harrison G. Blake.

☞ The Superintendent of the New York and New Haven Railroad, in his Report to the Directors for the year ending March 31, 1870, says: "There were laid in main track about 2,750 tons steel rails, which completes the laying of about one-half the track with steel rails, with a heavy iron fish joint, called '*Pratt's Patent Compensating Fish Joint.*' There has not a single rail, steel or iron, broken in the track during the year." These Joints are manufactured by Messrs. Verree & Mitchell, No. 939 North Delaware Avenue, Philadelphia, Pa. See Advertisement.

☞ The Westchester *Record* says: "Mr. Wilson, with a corps of engineers, was engaged last week in surveying a railroad route from Westchester, to connect with the Reading and Wilmington road at Brandywine Creek. It was under the direction of the Westchester Railroad Company."

Journal of Railroad Law.

COMMON CARRIERS—LIABILITY OF LOSSES CAUSED BY COLD—WHEN CARRIERS RESPONSIBLE FOR LOSSES CAUSED BY ACT OF GOD—BURDEN OF PROOF—DEGREE OF CARE DETERMINED BY CHARACTER OF GOODS.

The facts of the recent case of Wolf *vs.* The American Express Company, (43 Mo., 421,) are clearly and fully stated in the following opinion by

WAGNER, J.—This was an action commenced by the plaintiff to recover damages sustained by reason of the freezing of his wine while in the charge and custody of the defendant. The facts are shortly these: The plaintiff delivered at New York, to defendent, a common carrier, a quantity of wine in casks and cases, to be transported and delivered to him at St. Louis. The wine arrived at East St. Louis on Saturday, the 31st day of December, 1863. At the time of its arrival the weather was severely cold, and on account of the ice floating in the river, it could not be ferried across and delivered to the plaintiff. Defendant had it taken from the cars and stored on a platform, where it was exposed to all the severity and inclemency of the weather from Saturday evening till the next Monday or Tuesday, and while it was lying in this situation it was badly frozen and greatly damaged in value. It is in evidence that wine properly stored or protected was not frozen or injured during the cold weather at that time. The only ground requiring any attention relied on to exonerate the defendant is that the cold weather which caused the freezing was the act of God, and therefore no liability resulted.

The liability of a common carrier has been often discussed and clearly defined. He is held to a very stringent responsibility. He is not only responsible for any loss or injury to the goods he carries which is caused by his negligence, but the law raises an absolute and conclusive presumption of negligence whenever the loss occurs from any other cause than "the act of God or the public enemy." Where no restriction is stipulated for, he is held liable as an insurer, and is responsible in that high degree of diligence commensurate with the duties he assumes. And his liabilities will extend to agencies which the violence of nature causes in consequence of his negligence or defective means. (Levering *et al. vs.* Union Transportation and Insurance Co.; 42 Mo., 88.) Prof. Parsons, in his work on contracts, says: "We take the true definition of the 'Act of God' to be a cause which operates without any aid or interference from man. For if the cause of loss was wholly human, or became destructive by human agency and co-operation, then the loss is to be ascribed to man, and not to God, and to the carrier's negligence; because it would be dangerous to the community to permit him to make a defence which might so frequently be false and fraudulent." (2 Pars. Cont. 159, 5th ed,)

The act of God which excuses the carrier must not only be the proximate cause of the loss, but the better opinion is that it must be the sole cause. And where the loss is caused by the act of God, if the negligence of the carrier mingles with it as an active and co-operative cause, he is still responsible. (Amies *vs.* Stevens, 1 Stra. 128; Williams *vs.* Branson, 1 Mur. 417.)

After the damages to the goods have been established, the burden lies upon the carrier to show that they were occasioned by the act or peril which the law recognizes as constituting an exemption, and then it is still competent for the owner to show that the injury might have been avoided by the exercise of reasonable skill and attention on the part of the persons employed in the conveyance of the goods. For then it is not to be deemed to be, in the sense of the law, such a loss as will exempt the carrier from liability, but rather as a loss occasioned by his negligence and inattention to duty. Therefore, although the loss occurs by the act of God or the public enimies, yet if it might have been avoided by skill and diligence at the time the carrier is liable. It is true that storms, thunder, lightning, and extreme cold, are all the acts of God, but when these occur, and they directly act upon the goods in course of conveyance, it will be no justification to the carrier if loss or injury happen through his carelessness, neglect, or failure to exert reasonable diligence for their safety and preservation. The cold weather was not the sole nor entirely the proximate cause of the injury which happened to the wine by means of freezing. Had not the negligence and inattention of the defendant co-operated with the cold, the loss would not have taken place, nor the damage occurred. The carrier must not only exercise diligence, but he must use that degree of attention and care which the occasion and subject committed to his trust demand. What would be sufficient care in case of ponderous articles, not liable to be deteriorated by exposure, might be the most palpable neglect in case of costly and perishable goods. His acts and exertions must be commensurate with his duties. If in consequence of his negligence or defective means, a loss occurs, springing out of the agencies which the violence of nature causes, he will not be excused.

I see nothing objectionable in the action of the Court in giving or refusing instructions. The question of negligence was fairly submitted to the jury, and, they having found for the plaintiff the judgment will be affirmed.

South Shore Railroad.

At an adjourned meeting of the stockholders of this company held in Boston on the 11th inst., the committee appointed at a previous meeting submitted their report, which gave a thorough statement of the condition and a calculation of the prospects of the road under independent management, and closed by recommending that the road be put into the hands of the Old Colony Railroad Company. The report was accepted, and by it stockholders can dispose of their stock at $11 per share to the Old Colony and Newport Company, with the privilege of taking half of their pay in stock of that company. The meeting also unanimously ratified the action of the directors in subscribing for $125,000 worth of stock in the Duxbury and Cohasset Railroad, and then dissolved.

☞ The contract for building two sections of the Midland Railroad, near Newark, N. J., and a bridge over the Passaic, at Woodside, have been awarded to Messrs. Backus, Sanford & Sandford, and Overton & Lewis, for $250,000.

☞ Peter Zinn has been elected President of the Covington and Lexington Railroad Company.

Northern Pacific Railroad.

The following is an official copy of Public Resolution No. 44, authorizing the Northern Pacific Railroad Company to issue its bonds for the construction of its road and to secure the same by mortgage, and for other purposes:

Resolved by the Senate and House of Representatives of the United States of America in Congress assembled, That the Northern Pacific Railroad Company be, and hereby is, authorized to issue its bonds to aid in the construction and equipment of its road, and to secure the same by mortgage on its property and rights of property of all kinds and descriptions, real, personal, and mixed, including its franchise as a corporation; and, as proof and notice of its legal execution and effectual delivery, said mortgage shall be filed and recorded in the office of the Secretary of the Interior; and also to locate and construct, under the provisions and with the privileges, grants and duties provided for in its act of incorporation, its main road to some point in Puget Sound, via the Valley of the Columbia River, with the right to locate and construct its branch from some convenient point on its main trunk line across the Cascade Mountains to Puget Sound; and in the event of there not being in any State or Territory in which said main line or branch may be located, at the time of the final location thereof, the amount of lands per mile granted by Congress to said company, within the limits prescribed by its charter, then said company shall be entitled, under the direction of the Secretary of the Interior, to receive so many sections of land belonging to the United States, and designated by odd numbers, in such State or Territory, within ten miles on each side of said road beyond the limits prescribed in said charter, as will make up such deficiency, on said main line or branch, except mineral and other lands as excepted in the charter of said company of eighteen hundred and sixty-four, to the amount of the lands that have been granted, sold, reserved, occupied by homestead settlers, pre-empted, or otherwise disposed of subsequent to the passage of the Act of July two, eighteen hundred and sixty-four. And that twenty-five miles of said main line between its western terminus and the City of Portland, State of Oregon, shall be completed by the first day of January, Anno Domini eighteen hundred and seventy-two, and forty miles of the remaining portion thereof each year thereafter, until the whole shall be completed between said points: *Provided,* That all lands hereby granted to said company which shall not be sold or disposed of or remain subject to the mortgage by this act authorized, at the expiration of five years after the completion of the entire road, shall be subject to settlement and pre-emption like other lands at a price to be paid to said company not exceeding two dollars and fifty cents per acre; and if the mortgage hereby authorized shall at any time be enforced by foreclosure or other legal proceeding, or the mortgaged lands hereby granted, or any of them, be sold by the trustees to whom such mortgage may be executed, either at its maturity or for any failure or default of said company under the terms thereof, such lands shall be sold at public sale, at places within the States and Territories in which they shall be situated, after not less than sixty days' previous notice, in single sections or subdivisions thereof, to the highest and best bidder: *Provided further,* That in the construction of the said railroad, American iron or steel only shall be used, the same to be manufactured from American ores exclusively.

Section 2. *And be it further resolved,* That Congress may at any time alter or amend this joint resolution, having due regard to the rights of said company, and any other parties.

Approved May 31, 1870.

☞ E. Norton of Paducah, Ky., has been elected President of the Mississippi River railroad. He is also President of the Paducah and Gulf railroad.

Intercolonial Railway.

The Privy Council have confirmed the report of the Intercolonial Railway Commissioners on the following sections, and they are let as follows:—No. 3, T. H. Berlinquet & Co., Quebec, $462,444; No. 6, T. H. Berlinquet & Co., Quebec, $456,946; No. 4, Smith & Pefflado, Amherst, $438,325; No. 7, J. Simpson & Co., Londonderry, $557,750; No. 5, A. McDonnell, Hamilton, $533,000. New sections—No. 13, W. E. McDonald, Glencoe, $934,-933; No. 14, Nelson & McGaw, Belleville, $245,-475; No. 16, King & Gough, St. John, $206,000; No. 17, P. P. Tuck, St. John, $440,000; No. 18, R. H. McGreevy, Ottawa, $648,600; No. 19, P. P. Tuck, St. John, $395,733.

ORDINANCES OF THE CENTRAL PARK.

The Board of the Department of Public Parks do ordain as follows:

All persons are forbidden

SECTION 1. To enter or leave the Park except by the gateways.

SEC. 2. To climb or walk upon the wall.

SEC. 3. To turn cattle, horses, goats or swine into the Park.

SEC. 4. To carry firearms, or to throw stones or other missiles within it.

SEC. 5. To cut, break or in any way injure or deface the trees, shrubs, plants, turf or any of the buildings, fences, bridges or other constructions upon the Park.

SEC. 6. Or to converse with, or in any way hinder these engaged in its construction.

SEC. 7. Two pounds are hereby established within the Central Park, for the impounding of horses, cattle, sheep, goats, dogs, swine and geese, and other animals found trespassing upon said Park. All such animals found at large upon the Park may be taken by any person or persons, and driven or carried to one of the said pounds, and may be kept inclosed therein during five days, at the end of which time, if not previously claimed, they may be sold at public auction; provided that two days' previous notice of the sale thereof shall have been conspicuously posted at the pound.

The owner of any animal so impounded by virtue of the ordinances of the Central Park, may redeem the same before the day of sale, by the payment to the Treasurer of the Board as follows:

For each animal other than goats and geese, two dollars, and the expense of keeping.

For each goat, four dollars, and the expense of keeping.

For geese, twenty-five cents each, and the expense of keeping.

The expense of keeping shall be reckoned as follows:

For each horse, dog or head of neat stock, fifty cents per day.

For each goat, swine or sheep, twenty cents per day.

For each goose, five cents per day.

If, within one month after the sale of any impounded animal, their former owner shall appear and claim the same, the Treasurer shall, after deducting the full amount of the charges provided for, pay over to him the proceeds of their sale.

SEC. 8. No animal shall travel on any part of the Central Park, except upon the "ride," or equestrian road, at a rate exceeding seven miles per hour. Persons on horseback shall not travel on the "ride," or equestrian road, at a rate exceeding ten miles per hour.

SEC. 9. No vehicle shall be permitted on the "ride," or equestrian road, the same being devoted exclusively to equestrians; nor shall any vehicle, horse or animal of burden go upon any part of the Central Park except upon the "drive" and other carriage and transverse roads, and upon such places as are appropriated for carriages at rest.

SEC. 10. No animal or vehicle shall be permitted to stand upon the "drive" or carriage roads of the Central Park, or any part thereof, to the obstruction of the way, or to the inconvenience of travel, nor shall any person upon the Central Park solicit or invite passengers.

SEC. 11. No hackney-coach, carriage or other vehicle for hire shall stand upon any part of the Central Park for the purpose of taking in any other passengers or persons than those carried to the Park by said coach, carriage or vehicle.

SEC. 12. No person shall expose any article or thing for sale upon the Central Park, except previously licensed by the Board of the Department of Public Parks, nor shall any hawking or peddling be allowed on the Central Park.

SEC. 13. No omnibus or express wagon, with or without passengers, or any cart, dray, wagon, truck or other vehicle carrying goods, merchandise, manure, soil, or other article, or solely used for the carriage of goods, merchandise, manure, or other articles, shall be allowed to enter any part of the Central Park except upon the transverse roads.

SEC. 14. No threatening, abusive, insulting or indecent language, shall be allowed on the Central Park, whereby a breach of the peace may be occasioned.

SEC. 15. No person shall be allowed to tell fortunes or play at any game of chance at or with any table or instrument of gaming, nor to do any obscene or indecent act whatever on the Central Park.

SEC. 16. In case of an emergency, where life or property are endangered, all persons, if required so to do by the Superintendent or any of his assistants, shall remove from the portion of the Central Park specified by the Superintendent or his assistants, and remain off the same till permission is given to return.

SEC. 17. The Central Park shall be open daily to the public during the months of December, January and February, from 7 o'clock in the morning until 8 o'clock in the evening; during the months of March, April, May, October and November, from 6 o'clock in the morning until 9 o'clock in the evening; and during the months of June, July, August and September, from 5 o'clock in the morning until 11 o'clock in the evening.

SEC. 18. The Superintendent may direct that any of the entrances to the Park be closed at any time, and may, on special occasions, also direct that the Park, or any portion thereof, remain open at other times than those above specified.

SEC. 19. No person other than employes of the Board of the Department of the Public Parks shall enter or remain in the Central Park, except when it is open as above provided.

SEC. 20. No dog shall be allowed upon any portion of the Central Park, unless led by a chain or proper dog-string, not exceeding five feet in length, nor shall any person be allowed to lead any quadruped (except dogs) in the Central Park.

SEC. 21. No person, except in the employ of the Board of the Department of Public Works, shall bring upon the Central Park any tree, shrub, plant or flower, nor any newly plucked branch, or portion of a tree, shrub, plant or flower.

SEC. 22. No person shall bathe, or fish in, or go, or send any animal into any of the waters of the Park, nor disturb any of the fish, water-fowl, or other birds in the Park, nor throw, or place any article or thing in said waters.

SEC. 23. No person shall fire, discharge or set off in the Central Park, any rocket, cracker, torpedo, squib, balloon, snake, chaser, or double-header, nor any fire-works or thing under any other name composed of the same or similar material, or of the same or similar character, as the fire-works above specified.

SEC. 24. No person shall place or propel any invalid-chairs or perambulators up any portion of the Central Park, except upon the walks.

SEC. 25. No person shall post or otherwise affix any bill, notice, or other paper, upon any structure or thing within the Central Park, nor upon any of the gates or inclosures thereof.

SEC. 26. No person shall, without the consent of the President of the Board of the Department of Public Parks, play upon any musical instrument within the Central Park, nor shall any person take into or carry or display in the Central Park, any flag, banner, target or transparency.

SEC. 27. No military or target company, or civic or other procession shall be permitted to parade, drill, or perform upon the Central Park, any military or other evolutions or movements.

SEC. 28. No fire-engine, hook and-ladder, cart, hose, truck or other machine on wheels, commonly used for the extinguishing of fire, shall be allowed on any part of the Central Park, except the transverse roads, without the previous consent of the President of the Board of the Department of Public Parks.

SEC. 29. No funeral procession or hearse, or other vehicle or person carrying the body of a deceased person, shall be allowed on any part of the Central Park except upon the transverse roads.

SEC. 30. No person, except in the employ of the Board of the Department of Public Parks, shall light, make, or use any fire upon the Central Park.

SEC. 31. No person on foot shall go upon the grass, lawn, or turf of the Central Park, except when and where the word "common" is posted, indicating that persons are at liberty at that time and place to go on the grass.

SEC. 32. No person arrested in the Central Park for violating any ordinance or any regulation of the Board of the Department of Public Parks shall be conveyed before any Magistrate, nor shall any complaint be entered against any person until they shall have been brought before the Captain of the Central Park Police, or the chief officer in charge, and his approval of making such complaint first obtained by the officer making the arrest.

By order of the Department of Public Parks.

PETER B. SWEENY,

President of the Department of Public Parks.

Dated NEW YORK, May 26, 1870.

Flint and Pere Marquette Railroad.

The directors of the Flint and Pere Marquette railroad on the eastern shore, are pushing their work rapidly. The board have voted to put under contract another section of twenty miles, reaching to Hersey on the Muskegon river, at the crossing of the Grand Rapids and Indiana road, with a view to having it ready for iron in the summer of 1871. This will complete 120 miles from Flint or 137 miles from Holly. They also directed the Executive Committee to put under contract 20 miles of road from Ludington, on the Pere Marquette river, eastward, as soon as depot grounds shall be secured. Capt. E. B. Ward, of Detroit, is President of the company, and W. B. Sears Chief Engineer. The general office of the company is at East Saginaw, Mich.

Des Moines and McGregor Railroad.

At the annual meeting of the stockholders of this company on the 1st inst., a new board of directors was elected, and the following officers chosen: President, J. M. Woodbury, Marshalltown; Vice President, Wm. Larrabee, of Fayette county; Treasurer, G. W. Couch, of Blackhawk; Sectretary, F. M. Mills, Des Moines. The Executive Committee were authorized after the conference with the directory of the Milwaukee and St. Paul railway, to make arrangements for commencing work on the northern portion of the line, anywhere on the route sufficient tax will be voted to authorize them to break the ground.

☞ The Green Bay *Advocate* says the surveying party under Chief Engineer Rice, have completed the preliminary survey for the G. B. and L. P. R'y, as far as New London, and find the route a very favorable one. The locating party will commence operations at once.

Northern Pacific Railroad.

The executive committee of the Northern Pacific Railroad Company have awarded the contract for the construction of the Minnesota Division of the road (230 miles in length, extending from the Dalles of the St. Louis River westward to the Red River of the North,) to a combination of the old Canadian firm of Ross, Payson & Co., with the Minnesota firm of Brackett, Morrison & Co. The entire work is to be completed by July 1, 1871. The committee have also contracted for 20,000 tons of rails with the iron appendages necessary, and the engines, cars, &c., required for the work.

☞ The Westchester, Penn., *Republican* says: "We are in possession of a rumor that the directors of the Pennsylvania Railroad Company are making efforts to get possession of the Westchester Railroad, and that indirect heavy purchases of stock and bonds have recently been made for them. It is said that the main trunk of the Pennsylvania road has become too much crowded near the city, and they desire the West chester road as a relief, and to that end it will be extended as far as Downingtown."

☞ A survey of an important railroad link connecting the towns of Peterboro' and Hillsboro,' N. H., is now being made. This connects the Hillsboro' road from Concord with the Peterboro' and Monadnock, and with the Fitchburg road at Winchendon, Mass., making the distance from Concord to New York some twenty-eight miles shorter than the existing routes. President Jonas Livingston, of the Monadnock road, says that the road will be put under contract within three months.

☞ The contract for the iron superstructure of the new Hudson River Bridge, at Albany, has been awarded to Kellogg, Clark & Co., Bridge Builders, of Phœnixville, Pa. The whole work will be completed during the season of 1871. Messrs. Brainard, Fenner & Ketchum, of Albany, have been awarded the contract for dredging for the new bridge, and Stephen Miles, of Greenbush, has the contract for driving the spiles.

☞ The Chicago and Northwestern Railroad Company have declared a dividend of 2 per cent. on the preferred stock, making, with the 5 per cent. in December last, 7 per cent. out the profits of the fiscal year of the company, ending 31st May ult. There will be no Summer dividend on the common stock.

☞ The Arkansas Western Railroad will run from Van Buren or Fort Smith, to the Missouri border, connecting with the Southwest Branch of the Pacific Railroad, now completed to Pierce City in Missouri, 27 miles from Springfield. By the 1st of July passenger trains will run from St. Louis to Pierce City.

☞ By a contract between the President of the Delaware and Hudson Canal Company and the President of the New York and Oswego Midland Railroad Company, the latter company transports from Sidney Plains, Delaware county, to the Lakes, and to Central and Northern New York, the coal of the former company.

☞ The preliminary survey of the railway from Woodstock, Vt., to River du Loup has been completed as far as Edmondstone. The report shows an easy route with few engineering difficulties.

Northern Pacific Railroad.

The grading, bridges, engine and station houses, &c., on the portion of this road in Minnesota between the Lake Superior and Mississippi Railroad and the Red River, the western boundary of Minnesota, a distance of 233 miles, has been let to a company of contractors mostly residents of Minnesota.

The iron rails and fixtures for this portion have also been contracted for, mostly with Pennsylvania manufacturers, and the work is to be commenced immediately and prosecuted to an early completion.

Upon the entire line just under contract but little rock is to be found, and timber of the best quality is abundant and convenient. The prices for the work are very reasonable, such as to bring the cost within the estimate of the Engineer.

☞ A meeting was recently held at New Holland, Lancaster county, Pa., to make arrangements for having a preliminary survey for extending the East Brandywine and Waynesburg Railroad from its present terminus at Waynesburg to New Holland. Books were opened and liberal subscription made. A competent engineer is to be engaged and a survey made immediately after harvest. New Holland is located in Lancaster county, about twelve miles from Waynesburg. The road would pass through a very fertile agricultural district.

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MANUFACTURERS OF
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From 15 to 100 in. Swing, and from 6 to 30 feet long.
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To Plane from 4 to 30 feet long, and from 24 to 60 in. wide
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Also, a Marine Beam Engine, cylinder 60 inches by 10 feet stroke, suitable for a coasting or heavy towing steamer.
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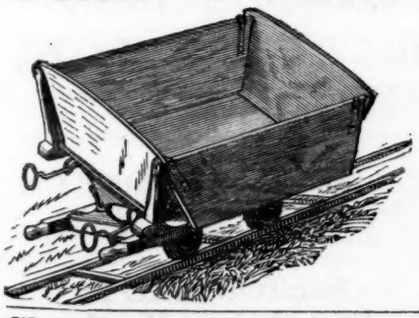

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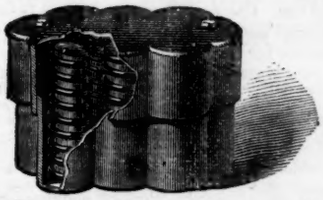

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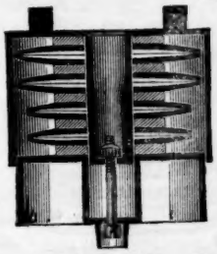

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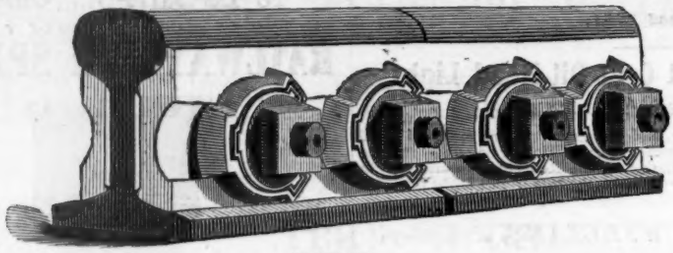

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COMBINES MORE ADVANTAGES THAN ANY FISH-JOINT HERETOFORE INTRODUCED.

This Joint is made of two heavy bars of wrought iron, or cast steel, sixteen inches in length, or any other desired length, fitted to the side of the rail and secured by four three-quarter inch bolts, with four malleable cast-iron cups and washers, and a gum ring two inches in diameter and half an inch thick, in each cup.

The value of gum to absorb jarring motion is well known; but when the pressure is as great as that required to secure the ends of railroad rails, some device, or method by which to prevent the gum from being forced out from under the washer, when subjected to increased pressure, is indispensable. The PATENT COMPENSATING FISH-JOINT secures that effect and enables Railroad Managers to apply all the force and pressure desired.

Where this Joint is securely fastened by screwing the nut upon the washer and gum in the cups with a lever three feet in length, it makes a perfectly tight joint, and thus secures what Railroad Managers have long desired—*a continuous rail*, with sufficient elasticity in the gum to relieve from and compensate for the sudden jar and at the same time allow for expansion and contraction by heat or cold.

We confidently claim for the PATENT COMPENSATING FISH-JOINT:

That it makes the best and cheapest form of fastening, requiring no plate or chair underneath the foot of the rail.

That it is safe and secure, and prevents the numerous accidents resulting from loose or broken rails.

That this Joint absorbs the vibratory shock given by the wheels in passing over the ends of rails, and thereby preventing fracture; and we have yet to hear of the first rail having been broken with our Joint on it.

That it can be applied in repairing and relaying with the least trouble and delay.

That the materials are indestructible, and make A PERFECT AND CONTINUOUS RAIL, thus securing what has long been desired, and what all previous experiments have failed to attain.

The Manufacturers can supply these Joints, complete in all their parts, ready to be fastened to the rails with dispatch.

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Engineers, Railroad Men, Master Mechanics and Machinists, if you wish to obtain a genuine Waltham Watch, with all the late improvements, and run no risk whatever of not obtaining a reliable timekeeper, send for Descriptive **PRICE LIST**, giving full particulars of Watches, style and quality of cases, or call and examine. In Coin Silver Cases, **$18.** In 18k Gold Cases, **$80.** Ladies' Size, **$70.** Every Watch thoroughly examined and regulated, and if any one should prove imperfect, return it at once and we will correct or exchange it for one that is perfect, FREE OF CHARGE. H. O. FORD & CO.

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